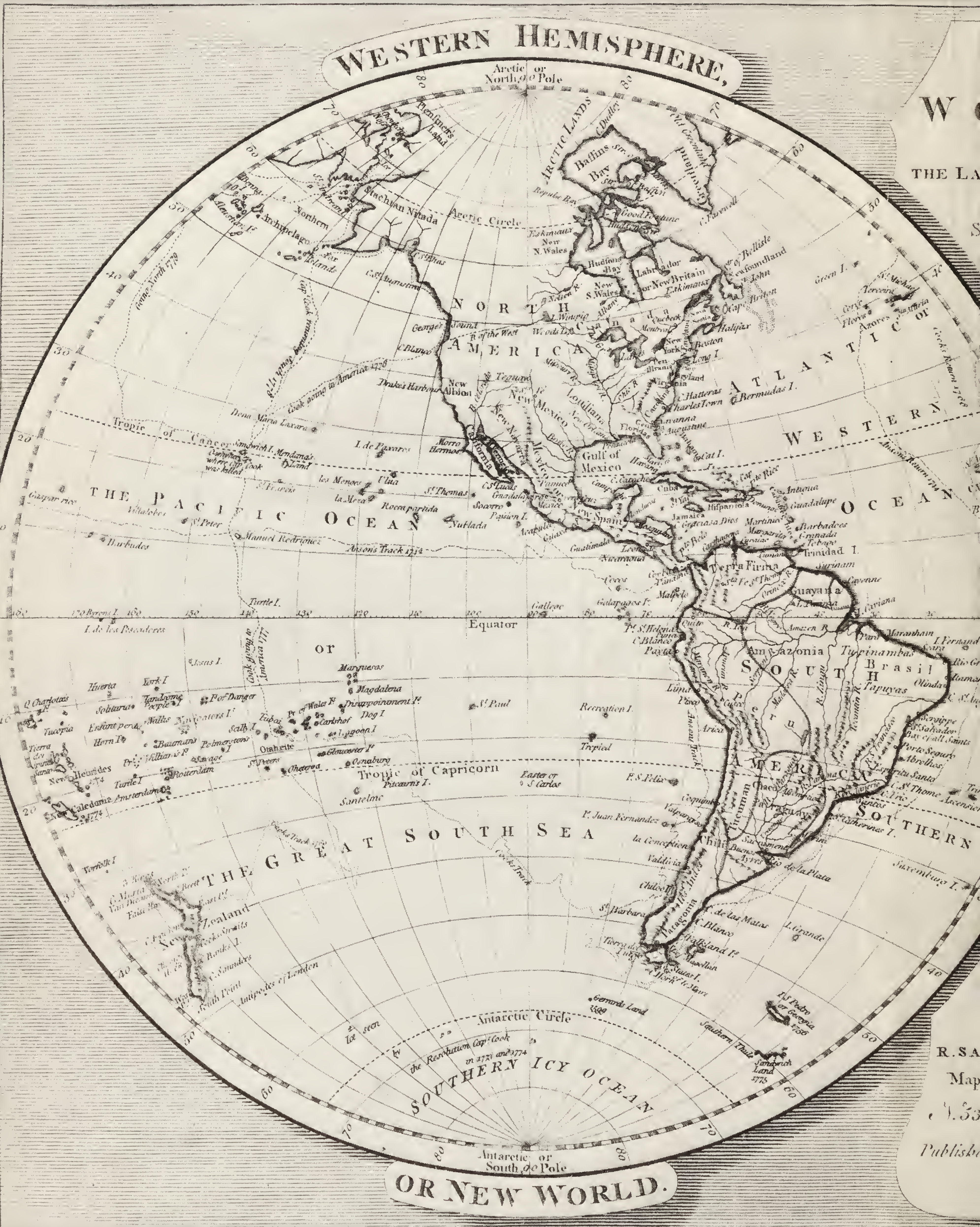
DEPARTMENT OF THE NAVY
UNITED STATES OF AMERICA


WESTERN HEMISPHERE,
OR NEW WORLD.
Arctic or North Pole
Antarctic or South Pole
ARCTIC LANDS
Baffins Bay
Old Greenland
Arctic Circle
Antarctic Circle
Tropic of Cancer
Tropic of Capricorn
Equator
NORTH AMERICA
Canada
Labrador or New Britain
New S. Wales
New N. Wales
Hudsons Bay
Newfoundland
Nova Scotia
Louisiana
New Mexico
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Gulf of Mexico
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Cuba
Hispaniola
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Guayana
Amazonia
SOUTH AMERICA
Brasil
Peru
Paraguay
Chili
Patagonia
Tierra del Fuego
Falkland Is.
Rio de la Plata
THE PACIFIC OCEAN
or
THE GREAT SOUTH SEA
WESTERN ATLANTIC OCEAN
SOUTHERN
Azores
Bermudas I.
Galapagos Is.
Marquesas
Otaheite
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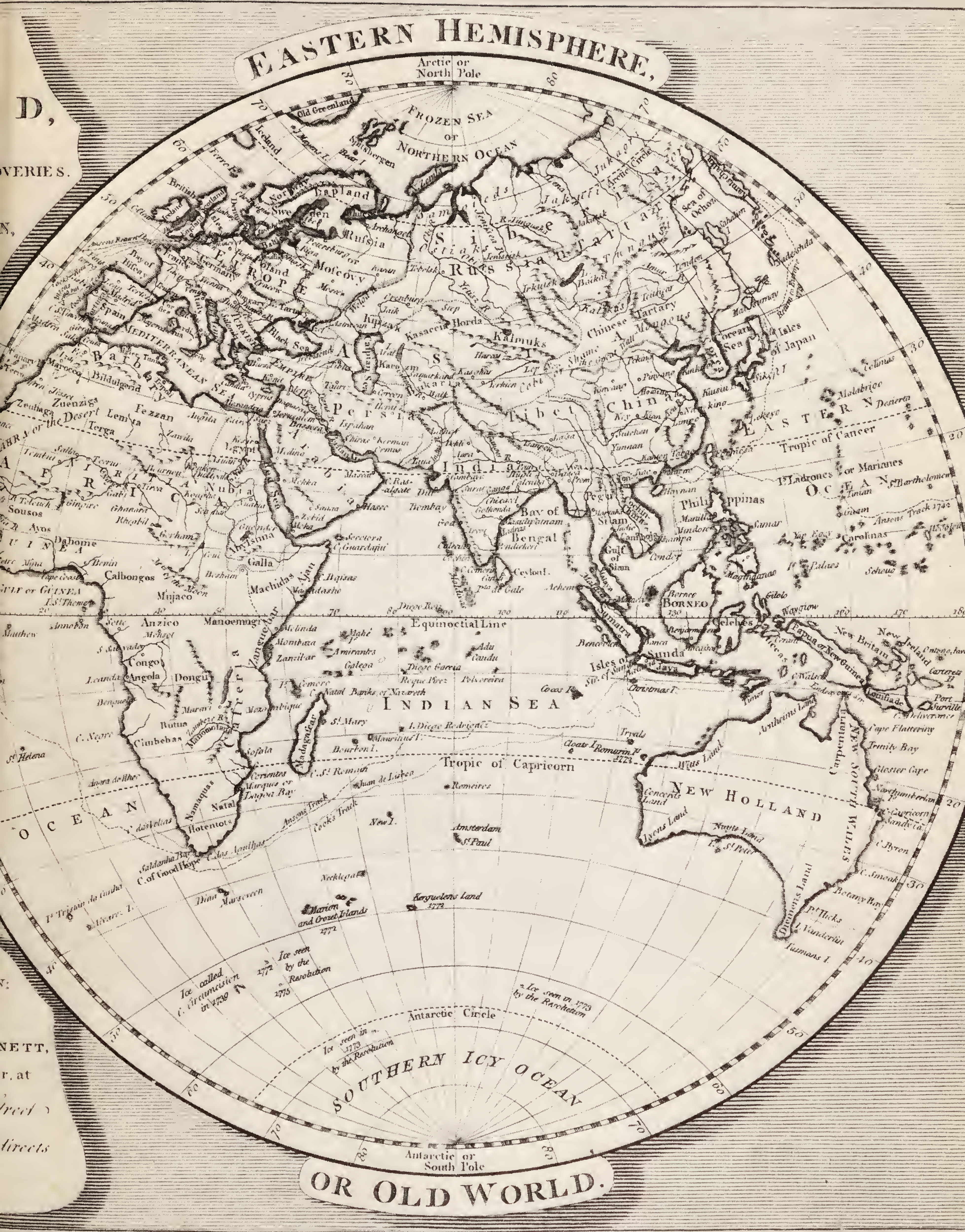

EASTERN HEMISPHERE, OR OLD WORLD.

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Bombay
Bengal
Bay of Bengal
Ceylon
Tibet
China
Chinese Tartary
Isles of Japan
Corean Sea
Sea of Ochotsk
Kamtschatka
Philippinas
Borneo
Celebes
Sumatra
Java
Sunda
Papua or New Guinea
New Britain
New Ireland
EASTERN OCEAN
Tropic of Cancer
Ladrones or Marianes
Carolinas
Equinoctial Line
INDIAN SEA
Tropic of Capricorn
Mauritius I.
Bourbon I.
NEW HOLLAND
NEW SOUTH WALES
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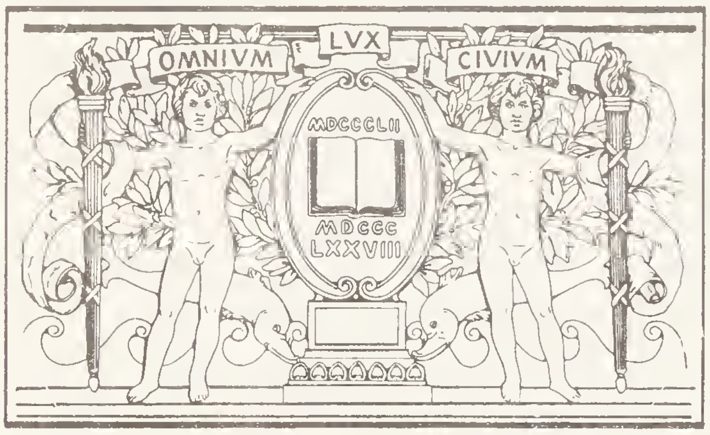
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NAVAL DOCUMENTS
OF
The American Revolution

Continental Gunboat Philadelphia.

NAVAL DOCUMENTS OF

The American Revolution

VOLUME 6

AMERICAN THEATRE: Aug. 1, 1776–Oct. 31, 1776
EUROPEAN THEATRE: May 26, 1776–Oct. 5, 1776

WILLIAM JAMES MORGAN, Editor

With a Foreword by
PRESIDENT RICHARD NIXON
And an Introduction by
VICE ADMIRAL EDWIN B. HOOPER, USN (Ret.)
Director of Naval History

NAVAL HISTORY DIVISION
DEPARTMENT OF THE NAVY
WASHINGTON: 1972

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Each volume of this series is a reminder of the key role played by the late William Bell Clark, initial editor. Drawing upon his deep knowledge of the Navy in the American Revolution, his initial selections and arrangements of materials compiled over a devoted lifetime provided a framework on which subsequent efforts have continued to build.

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We are all embarked in a Cause that requires our utmost united exertions to carry us through . . .

Robert Morris
October 1, 1776

And without a Respectable Navy—Alas America!

Captain John Paul Jones
October 17, 1776

THE WHITE HOUSE
WASHINGTON

April 25, 1972

FOREWORD

"My future Success must be very uncertain. . . however I will not yet give up the pursuit." The writer was Captain John Paul Jones, USN; the occasion, one of his reports to the Marine Committee of the Continental Congress; the bearer, another of his British prizes from the North Atlantic shipping lanes: the brigantine Favourite, Liverpool-bound with a cargo of West Indies sugar which Captain Jones diverted westward instead, the better to sweeten the prospects of the rebellious American States.

Here in one laconic sentence is the essence of America's mood and outlook during the summer and autumn of 1776, the period covered by Volume 6 of Naval Documents of the American Revolution. Independence had been declared at last, but the real winning of it was barely underway. Modest successes on the high seas did not offset the stinging defeats dealt Washington's army at New York City and Benedict Arnold's little fleet on Lake Champlain during these months. Both engagements bought time, but what would time bring? As the fledgling Republic braced for its first winter, no one could say. However an answer of sorts does run through all the papers collected here -- an iron determination, come what might, to "not yet give up the pursuit" of liberty and nationhood.

It is a pleasure to welcome a new book in this distinguished historical series. In these pages, just as in those of Volume V to which I contributed a foreword two years ago, there is much to stir the heart and steel the purpose of Americans today -- seaman recruit or Commander in Chief, President or private citizen.

The voices of patriots present at the creation convey our heritage of heroism with a vividness no polished historian writing for the ages can match. They remind us of how narrow was the margin of survival, personal and national alike on which these men and women worked to build a nation. This is brought home to us, for example, in the words of commanders concerned with the privations endured by their men as in another report from Captain Jones: "...the Men I have are scarce Able to Stand the Deck for want of Cloathing, the weather here being Very Cold." We also find reminders in the words of diplomats and statesmen playing for the highest stakes against the longest odds, men like Silas Deane, America's representative at the French court: "The fate of my country depends, in a great measure, on the arrival of these supplies...."

Reading all this, we might marvel more than ever that in the end, seven long years from the events of this book, the revolutionaries did prevail. And why? Because weak as the Americans of those days were in arms, poor as they were in goods, they were rich and strong and steadfast in spirit.

There is the great message of this book and its companion volumes issued or yet to come. Deeper than the resource these documents represent for the scholar, beyond the fascination they hold for the casual reader, lies the home truth of all our history from that day to this: all that America has been or is or hopes to be she owes to the Spirit of '76. By helping to rekindle this spirit for our Nation's Bicentennial era, the present work honors the U. S. Navy's finest traditions of excellence and service to the national interest.

Richard Nixon

INTRODUCTION

Naval power at sea and on inland waters played key roles in the period of the Revolutionary War covered by this volume of documents.

British transports and the convoying fleet, commanded by Admiral Lord Howe, had sailed through the Narrows of New York in July. General Clinton and Commodore Sir Peter Parker joined the forces of the Howe brothers by sea after the failure to capture Charleston, South Carolina. Then, the British launched their attack across the bay on 22 August 1776, projecting troops ashore on Long Island and providing gunfire support from ships of the fleet. Had the American army been trapped on Long Island, as very nearly happened, the cause of independence would probably have been lost then and there.

Supported and sustained by sea power, New York would thereafter be the main base for British operations. This gave them an excellent harbor and central location for naval operations along the Eastern seaboard, and provided flexibility for deployments of army forces to any location that could be reached by water—far more rapidly than Washington's troops could move by land.

Had the forces of Sir Guy Carleton, coming down the waterways from Canada, been able to link up with the forces stationed at New York, the result might have been eventually decisive in favor of the British. This time it was the fresh water navy of Benedict Arnold that, despite the bad beating on Lake Champlain, so delayed the advance south that the British effort was given up for that year.

Thus it was that the use of British sea power was very nearly decisive in the summer of 1776, and that naval operations on inland waters in the fall frustrated actions that would have cut the states in two.

The Depository Location pages in this volume list some eighty activities from Venice, Italy, to San Marino, California, from which manuscripts have been selected for inclusion herein. This list bears witness to a fact which cannot be overly emphasized, namely that the success and continued progress of the *Naval Documents of the American Revolution* series is dependent upon the resources, the knowledge and generous cooperation of numerous individuals, libraries, historical societies, archives and museums in the United States and abroad. Unpublished Crown copyright material in the Public Record Office, London, is reproduced by permission of Her Majesty's Stationery Office.

Dr. Maurice Bear Gordon, a physician with a keen feeling for history, has taken time from a busy medical practice to prepare the fine pictorial essay, "Naval and Maritime Medicine During the Revolution," which enriches this volume.

Within the Naval History Division, the editor, William James Morgan, is strongly supported by dedicated and extremely competent associates in the Historical Research Branch—Mr. Robert L. Scheina, Mr. and Mrs. Henry J. Scheffenacker, Mr. Robert I. Campbell, Mr. E. Gordon Bowen-Hassell, Lieutenant (junior grade) Kristin G. Tryon, relieved by Ensign Mary L. Greeves, Chief Yeoman Lenzie D. Crosby, Mrs. Carolyn Ransdell, and on summer Naval Reserve duty, Master Chief Petty Officer George K. McCuistion.

Mr. W. Bart Greenwood, Navy Department Librarian, assisted by Miss Mary Pickens of the Library staff, has once again searched out and collected appropriate maps and charts. Lieutenant Commander Richard M. Gannaway, while on temporary Naval Reserve duty, joined with Mr. Charles R. Haberlein, Jr. of the Naval History Division's Curator Branch to collect, select, and identify the many contemporary illustrations to be found in the volume.

Commander W. E. May, RN (Ret.), undertook indispensable research in the Public Record Office and other United Kingdom depositories. Sound and valuable translation services, from several languages, have been provided by Commander Canio Di Cairano, USNR (Ret.), and personnel of the Naval Reserve translator program in the Office of Naval Intelligence.

To all, named and unnamed, who have contributed to the work and thus have made it possible, our debt is great, our gratitude boundless.

Edwin B. Hooper

PREFACE

Documents contained in this volume, as in previous volumes in the series, are selections from the manuscripts brought together from domestic and foreign sources by the Naval History Division and the late William Bell Clark. The collection, mostly on microfilm, is vast and comes from as widely scattered locations as San Marino, California, and Venice, Italy.

The Naval History Division continues to expand its document holdings. During the period this volume was under preparation, for example, significant additions for subsequent volumes were added from several southern states and the Public Record Office, London. From the latter, an already imposing collection of logs of Royal Navy ships operating in American and West Indian waters was markedly expanded.

Original manuscripts are the object of the collection effort. While some pertinent items from sound and modern editorial scholarship are used in *Naval Documents* volumes, every effort is made to avoid transcripts, and to replace with original manuscripts those older printed document compilations which may be suspect. While this is not always possible, the results achieved have been highly rewarding.

The term "naval document" is not subject to as precise a definition as are the papers of an individual or a single organization. Documentation bearing upon the regular naval forces on both sides, state navies, privateers, merchant shipping, logistics of the conflict, and operations on sea, lake, bay and river fall within the context of "naval document" as used in this series.

For purposes of selecting what material to include in a particular volume, the focus is on those documents which give the most comprehensive coverage to naval aspects of major events during the volume's time span, as well as those which present the user with a meaningful overview of the entire sea effort.

The mass of documentary material is such that only a percentage of that available can be placed in the *Naval Documents* volumes. Nevertheless, the Naval History Division's entire collection supplements the printed work, and forms an available ever-deepening reservoir for scholarly research and writing.

This drawing and others of similar nature throughout the Volume are from journals kept on board ships *Lloyd* and *Betsey*, Nicholas Pocock, Master. (Courtesy of the Trustees of the National Maritime Museum, London.)

DEPOSITORY LOCATION ABBREVIATIONS[1]

AAS	American Antiquarian Society, Worcester, Massachusetts
AGI	Archivo General de Indias, Seville
AHN	Archivo Histórico Nacional, Madrid
AMAE	Archives Du Ministère Des Affaires Étrangères, Paris
AN	Archives Nationales, Paris
APL	Service historique de la Marine Archives du Port de Lorient, Lorient, France
APS	American Philosophical Society, Philadelphia
ASV	Archivio di Stato, Venice
Bda, Arch.	Bermuda Archives, Hamilton, Bermuda
BHS	Beverly Historical Society, Beverly, Massachusetts
BM	British Museum, London
BPL	Boston Public Library, Boston
ChHs	Chicago Historical Society, Chicago
CL	William L. Clements Library, University of Michigan, Ann Arbor
ConnHS	Connecticut Historical Society, Hartford
ConnSL	Connecticut State Library, Hartford
CUL	Columbia University Library, New York
CW	Colonial Williamsburg, Williamsburg, Virginia
CWM	College of William and Mary, Williamsburg, Virginia
DAC	Dominion (Public) Archives of Canada, Ottawa
DARL	Daughters of the American Revolution Library, Washington, D.C.
DCL	Dartmouth College Library, Hanover, New Hampshire
DUL	Duke University Library, Durham, North Carolina
EI	Essex Institute, Salem, Massachusetts
FDRL	Franklin D. Roosevelt Library, Hyde Park, New York
FTML	Fort Ticonderoga Museum Library, Ticonderoga, New York
HCL	Haverford College Library, Haverford, Pennsylvania
HH	Hempstead House, New London, Connecticut
HL	Hayes Library, Edenton, North Carolina
HSD	Historical Society of Delaware, Wilmington
HSP	Historical Society of Pennsylvania, Philadelphia
HU	Harvard University Library, Cambridge, Massachusetts
HUL	Henry E. Huntington Library, San Marino, California
JCBL	John Carter Brown Library, Providence, Rhode Island
LC	Library of Congress, Washington, D.C.

[1] The list includes depositories from which manuscripts have been used in this and previous volumes. The Descriptive List of Illustrations includes additional sources from which graphic material has been used in Volume 6.

MarbHS	Marblehead Historical Society, Marblehead, Massachusetts
Mass. Arch.	Massachusetts Archives, Boston
MassHS	Massachusetts Historical Society, Boston
MCL	Marietta College Library, Marietta, Ohio
Md. Arch.	Maryland Archives (Hall of Records), Annapolis
MdHS	Maryland Historical Society, Baltimore
MeHS	Maine Historical Society, Portland
MHA	Marine Historical Association, Mystic, Connecticut
MNHP	Morristown National Historical Park, Morristown, New Jersey
Mor. Arch.	Moravian Archives, Winston-Salem, North Carolina
NA	National Archives, Washington, D.C.
NCDAH	North Carolina Department of Archives and History, Raleigh
NHA	Nantucket Historical Association, Nantucket, Massachusetts
NHCHS	New Haven Colony Historical Society, New Haven, Connecticut
NHHS	New Hampshire Historical Society, Concord
NHS	Newport Historical Society, Newport, Rhode Island
NLCHS	New London County Historical Society, New London, Connecticut
NMM	National Maritime Museum, London
N.S. Arch.	Nova Scotia Archives, Halifax
NYHS	New-York Historical Society, New York
NYPL	New York Public Library, New York
NYSL	New York State Library, Albany
Pa. Arch.	Pennsylvania Archives, Harrisburg
PM	Peabody Museum, Salem, Massachusetts
PML	Pierpont Morgan Library, New York
PRO	Public Record Office, London
PS	Pilgrim Society, Plymouth, Massachusetts
PUL	Princeton University Library, Princeton, New Jersey
R.I. Arch.	Rhode Island Archives, Providence
RIHS	Rhode Island Historical Society, Providence
SCDAH	South Carolina Department of Archives and History, Columbia
SCHS	South Carolina Historical Society, Charleston
SI	Smithsonian Institution, Washington, D.C.
UFL	P. K. Yonge Library, University of Florida, Gainesville
UNBL	University of New Brunswick Library, Fredericton, New Brunswick
UNCL	University of North Carolina Library, Chapel Hill
USNAM	US Naval Academy Museum, Annapolis, Maryland
UVL	University of Virginia Library, Charlottesville

VHS	Virginia Historical Society, Richmond
VSL	Virginia State Library, Richmond
WCLAR	Washington Crossing Library of the American Revolution, Washington Crossing, Pennsylvania
WPL	Public Library, Whitehaven, England
WSL	William Salt Library, Stafford, England
YUL	Yale University Library, New Haven, Connecticut

The following private collectors have kindly allowed use of their manuscripts in this volume:

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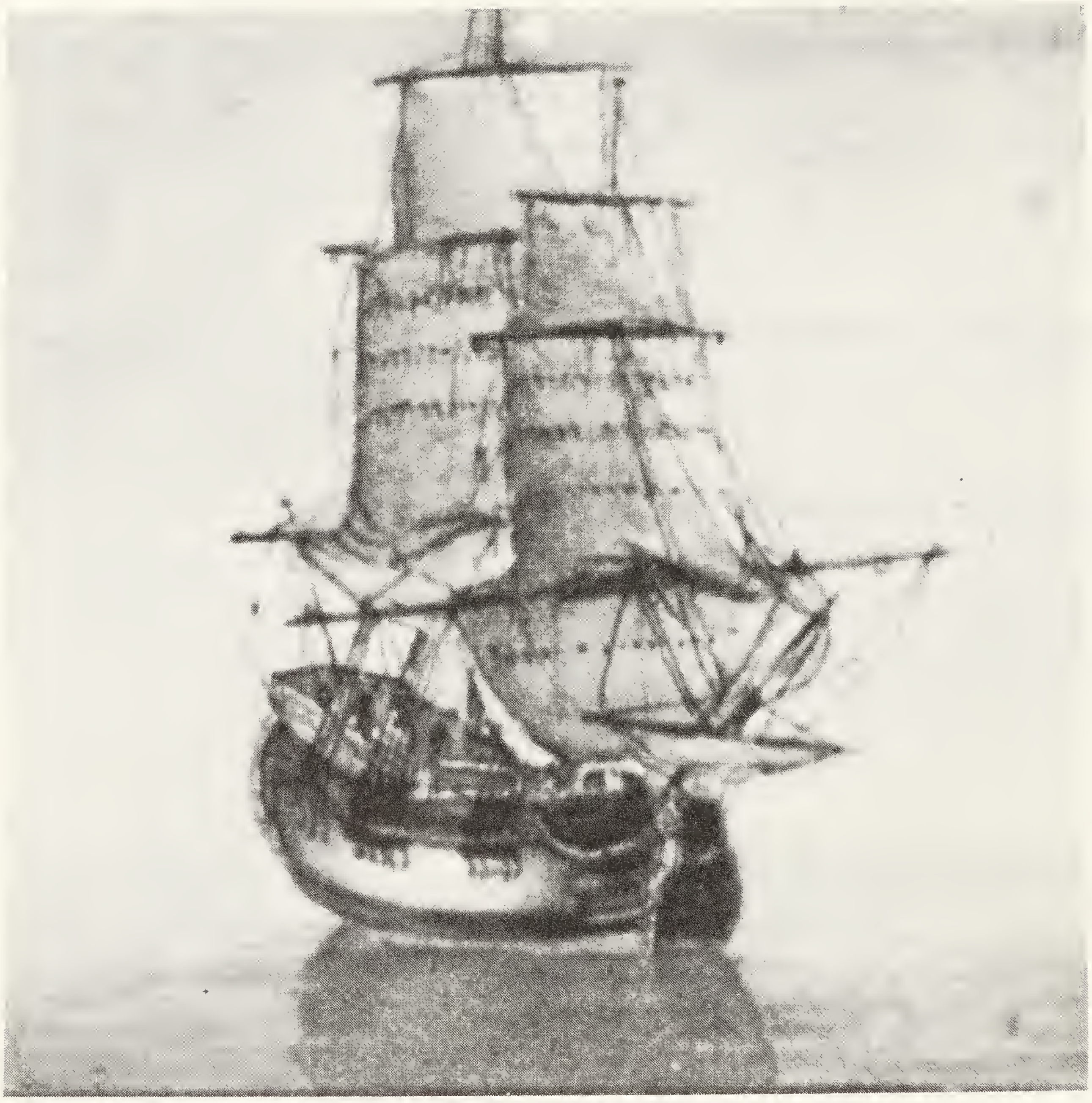

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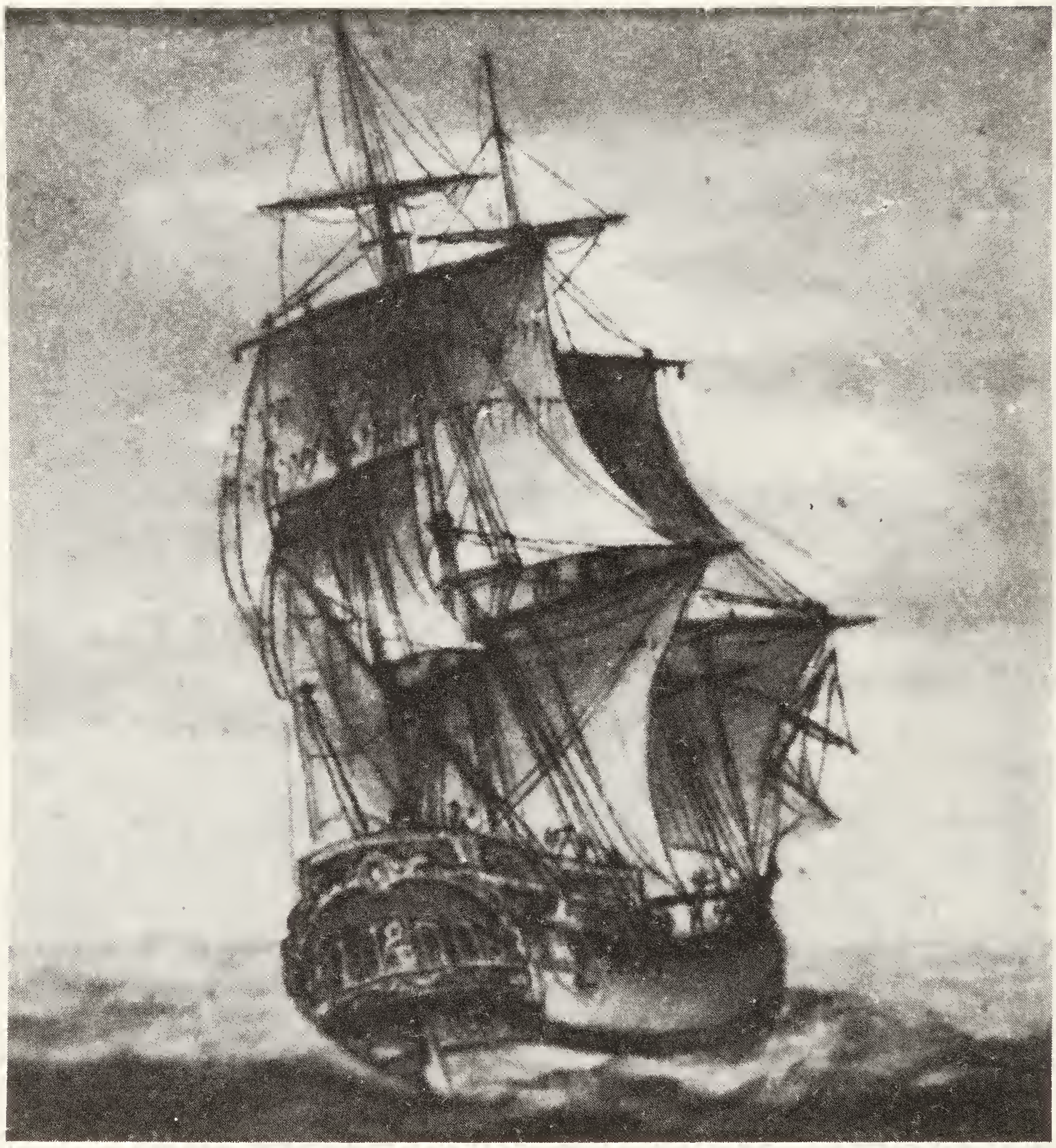

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Watercolor, by C. Randle, 1776. (Courtesy of the Public Archives of Canada, Ottawa.)

The Battle of Valcour Island, Lake Champlain, October 11, 1776 1256
Engraving, published by Robert Sayer, London, December 23, 1776. (Courtesy of the National Maritime Museum, London.)

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The Battle of Valcour Island, Lake Champlain, October 11, 1776 1273
Watercolor, by H. Gilder, 1776. (Painting from the Windsor Castle Collection. Reproduction by gracious permission of Her Majesty Queen Elizabeth II.)

Looking forward on gun deck of Continental Gunboat *Philadelphia* 1278
(Courtesy of the Smithsonian Institution, Washington.)

Twelve Pound Bow Gun of Continental Gunboat *Philadelphia* 1291
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The Schooner *Royal Savage* 1342
Watercolor, by an unidentified artist, *c.* 1776 (Courtesy of the Philip Schuyler Papers, Manuscript Division, The New York Public Library, New York. Astor, Lenox and Tilden Foundations.)

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"A Map of the World, with the Latest Discoveries . . . 1781." . . . . Endsheets
From Samuel Dunn, *A New Atlas of the Mundane System; or of . . . Geography and Cosmography . . .*, R. Sayer and J. Bennett, London, 1778–1783. (Collections of the Library of Congress, Washington.)

"Chart and Plan of the Harbour of New York & the Coun'y Adjacent, from Sandy Hook to Kingsbridge, Comprehending The Whole of New York and Staten Islands, and Part of Long Island & the Jersey Shore: And Shewing the Defences of New York Both by Land and Sea. London, Published . . . Novr. 30th. 1781, by J. Bew . . . Jno. Lodge sculp." 21
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Gulf of Mexico-Carribean region, detail from "Ocean Atlantique . . . 1778." 396
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"Brest. Departement de la Marine; Departement de la Guerre . . . J. A. Chevalier fecit 1773." 483
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"Plan of the Harbour of Pensacola. By B. Romans, 1771. London, Printed for Robert Sayer . . . 1778." 688
From Thomas Jefferys, *The West-India Atlas,* R. Sayer, 1794. (Collections of the Library of Congress, Washington.)

Lake Champlain, detail from "A Survey of Lake Champlain, including Lake George, Crown Point and St. John . . . By William Brassier, Draughtsman, 1762 . . . London, Printed for Robt. Sayer & Jno. Bennett . . . 1776." 836
From Thomas Jefferys and others, *The American Atlas,* R. Sayer & J. Bennett, London, 1776. (Collections of the Library of Congress, Washington.)

"Valcour Island . . . by Captain William Chambers in May 1779." Manuscript map from Capt. William Chambers, "A Book of Directions necessary for all Commanders of Vessels employed on Lake Champlain . . . 1779 and 1780 . . . Gustavus Augustus McGusty, Scripsit." 1035
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"The Attack, and Defeat of the American Fleet under Benedict Arnold, by the King's Fleet Commanded by Captn. Thos. Pringle, upon Lake Champlain, the 11th. of October, 1776 . . . London . . . 1776, by Wm. Faden . . ." 1229
From *The North American Atlas,* Wm. Faden, London, 1777. (Collections of the Library of Congress, Washington.)

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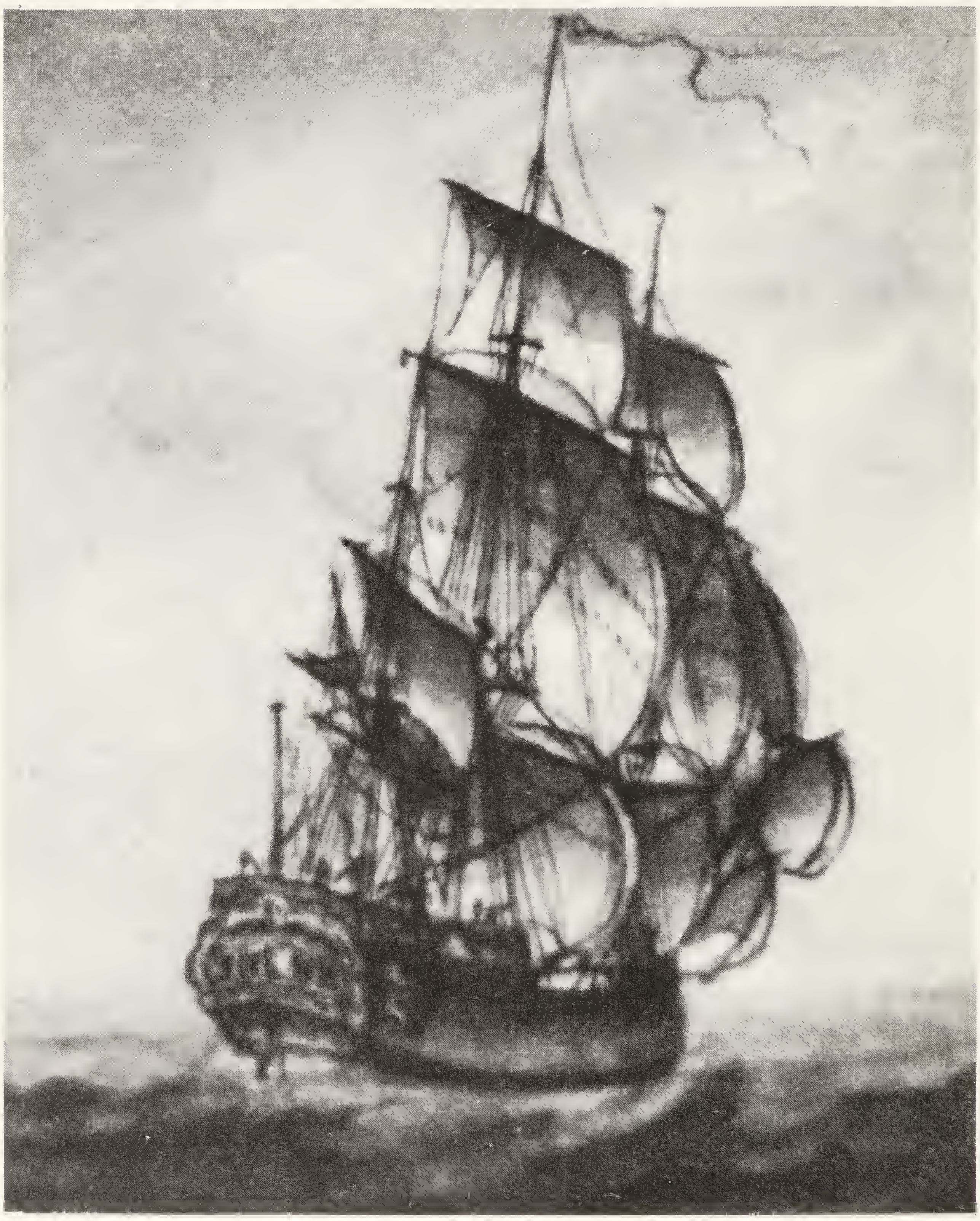
From *The North American Atlas,* Wm. Faden, London, 1777. (Collections of the Library of Congress, Washington.)

AMERICAN THEATRE

From August 1, 1776 to August 31, 1776



AMERICAN THEATRE

From August 1, 1776, to August 31, 1776

SUMMARY

The Declaration of Independence bolstered the American spirit, and changed the nature of the Revolution. No longer a struggle for rights by British colonists, it now became a battle for the formation of a new nation. However, Americans would have scant time to savor the heady spirit of the Declaration, or to revel in mutual congratulations over the increased number of prizes taken on the high seas, or the thumping defeat of the enemy before Charleston.

To the northward, both adversaries rushed completion of the small fleets with which they would vie for control of that critical invasion route from Canada—Lake Champlain. But events in August 1776 were dominated by preparations for, and the final unleashing of, the huge British amphibious assault on New York.

The Howe brothers, General and Admiral, enjoyed overwhelming superiority on land and afloat at New York. Mastery of the harbor and surrounding rivers belonged to the British. Their troops could be moved and supplied by water without opposition.

Crossing in ships' boats from the Staten Island staging area, waves of British and Hessian soldiers landed on Long Island under the massed guns of the Royal Navy. In the ensuing Battle, August 27, Washington's forces were soundly defeated with heavy losses. Only a well executed withdrawal across the East River to Manhattan saved the American army from complete annihilation which could well have brought the Revolution to a sudden end at Brooklyn Heights.

New York, the important port which the enemy had desperately needed since evacuating Boston and which he was to hold throughout the war, was now his. Yet, Washington's battered army remained intact and could fight another day.

1 Aug. 1776

JOURNAL OF H. M. S. *Liverpool,* CAPTAIN HENRY BELLEW [1]

Augt 1776 Cape Codd SW 5 Lgs

Thursday 1st 4 AM set Topgt sails and staysls – at 5 saw the Land, saw two sail to the Soward Tkd and gave Chace –
First part fresh Gales, midl and latter mode still in Chace of the 2 Sail, ½ past 1 PM one of them, (a Brig) run onshore Do wore ship, and chaced the other, (a Sloop) at 2, fir'd two Guns at her, and brot her too, Do sent the Boat onbd and took poss[e]ssion of her, gave chace to the Brig, she having got off, and standing to the Westward, ½ past 6 came up with the Brig, sent the Boat, and took possession of her, the people made their escape from her. she was loaded with Molasses Cocoa &c and the sloop with Bread Corn &c [2] ½ past 10 gave chace to a sail, fired 2 guns and brought her too, found her to be a ship from Navis, bound to London, in possession of the Rebels, who had taken her, on her passage home, took out the Rebels 8 in No sent an officer and 8 men onbd her.[3]

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1. PRO, Admiralty 51/548.
2. The sloop was the *Swan* from Philadelphia to some port in New England, Vice Admiralty Register vol. 5, 1769–1777, N. S. Arch., and the *New-England Chronicle,* September 5, 1776. The brig of 100 tons was not identified by the captors, no papers being found on board, and "the Master and all the Hands Quitted the said Brig, after Cutting the Sails and all the Rigging to pieces," Vice Admiralty Register, vol. 5, N. S. Arch.
3. The *Nevis,* Captain Coffin, *Public Advertiser,* London, October 15, 1776.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence*, CAPTAIN JABEZ WHIPPLE [1]

[1776] Thursday August 1 Daly Accounts

At 4 AM come to Sail from sandy point of Nantuckt At AM took my Departur From sancutte heed In Lattd 41–10 Londgd 60:40 a 8 sancutte heed Bar WBS. Distence 5 Leagues

	Latt in 41.10	Longd 68.48
	9	14
Lattd In	41.19	Longd 68.48

At 10 AM saw severell sail of fishing Secuners a Fishing we hove tew and Catch five Cood fish a Mr made Sail catch plenty of Mackrell this End this 24 hours the first part of this 24 owers Begins with plesant hasey weather a 2 PM: Spok with a Scuner bound to plymoth From fishing – Mor sounded on Gorgs got 28 fatham

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1. *Independence* Journal, RIHS.

NATHANIEL SHAW, JR. TO GEORGE WASHINGTON [1]

Sir, New London Augst 1st 1776

The bearer Doctor [Simeon] Wolcott will deliver you a Turtle wich was taken in a Ship bound from Jamaica to London by Capt Biddle in the Brigg *Andrew Doria,* & was Sent into this Port but Unfortunately was Lost on the Rocks of Fisher Island, being Chas'd by a Man of Warr, we Sav'd About Ninety Puncheons of Rum, the Sugar 250 hhds all Lost & the Ship [2] – and as the Turtle was Intended for the Support of our Enemys, [3] we thought best to Send him to head Quarters, to be Dealt with. I am Sir [&c.]

Nath^{l} Shaw Jun^{r}

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[1] Washington Papers, LC.

[2] The ship *Nathaniel and Elizabeth.*

[3] On August 7, the General thanked Shaw for the "fine Turtle, which was very acceptable." NLCHS.

"EXTRACT OF A LETTER FROM AN OFFICER AT TICONDEROGA, TO A GENTLEMAN IN THIS TOWN [BALTIMORE], DATED AUGUST 1, 1776." [1]

We are fitting out a naval force on the lakes.—We have three schooners, one sloop, and several gundalows, with about 300 men, including seamen and marines. There are upwards of Fifty ship-carpenters from Philadelphia, at Skeensborough, who are building Row Gallies, on the construction of those in the river Delaware, so that in a month's time our strength on the Lakes will be very considerable: In that space of time, from the best intelligence, General Burgoyne intends to visit us.

. . . We are informed that the English have one schooner launched, and three more on the stocks at St. John's, that they build batteaus fast, and carry on their preparations for crossing the lakes, with the utmost assiduity.

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[1] *Maryland Journal,* Baltimore, August 28, 1776.

MAJOR GENERAL PHILIP SCHUYLER TO JOHN HANCOCK [1]

[Extract] German Flatts august 1st 1776.

General Arnold in a Letter of the 24th Ult: from Tyonderoga advises me, that only seventy Sailors could be drafted out of the Army and that three hundred would be wanting and intreated that Measures should be taken to procure them—I have accordingly written to Governor Trumbull on the Subject, and as General Arnold suggested that they could not be got for the Wages allowed Seamen by Congress (as these would have no prospect of making prizes) – I have therefore ventured to intreat the Governor to engage them on the best Terms he can, as Congress will perceive by the following Extract of my Letter of Yesterday's Date.

"I am this Moment informed that only seventy Sailors can be procured out of our Northern Army, and that we shall want two or three hunderd more and that they may possibly be procured in Connecticut, and it is conjectured that Captains Samuel Chew and Francis Brown of New Haven, Capt Amos Green of Stamford, Captain [Azariah] Whitlesey of Saybrook and Capt Seth Warner of Haddam would if not employed, be willing to engage as Captains to command Vessels on Lake Champlain – I am a Stranger to all these Gentlemen – permit me to beg the Favor of you to send to them or such others as you may think proper, to engage forty Men a piece and to make the best Contract you can with them for their and their Mens Monthly Wages and Allowance which will be strictly complyed with." – I hope this Measure will meet with the Approbation of Congress as the Necessity of having Sailors is evident, and as there can be no Doubt but that Governor Trumbull will make the most favorable Contract for the public that he can.

[1] Papers CC (Letters of Major General Philip Schuyler), 153, II, 248, 250–52, NA.

GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL[1]

[Extract] New York Augt 1st 1776

Since my last nothing of importance has occurred, or that is worthy of notice except an augmentation of about twenty nine Ships and Brigs with seven or eight smaller vessels to the Enemy's Fleet – I have not yet learned what they bring, certainly – However, some Troops were seen landing from them yesterday, which the General who observed them took to be Artillery Men. It is not improbable that they may be some of the Guards whose dress is pretty much like that of the Artillery –

P. S. The three Galleys you were so kind as to order have safely arrived also two from Rhode Island. With these and one that is finished here we are preparing to attempt something against the Ships above –

[1] Trumbull Papers, XXIX, Letter Book IV, 324, ConnSL.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH[1]

[New York] August 1st.—About 30 sail of British ships arrived at the Hook. Three or four more row-gallies went up the Hudson. In bringing the hulks, chevaux-de-frise, &c. round from the East River, to the Hudson, a sloop sunk, not far from the Grand Battery.

[1] William Abbatt, ed., *Memoirs of Major-General William Heath by Himself* (New York, 1901), 43. Hereafter cited as Abbatt ed., *Heath Memoirs.*

CAPTAIN BENJAMIN TRUMBULL'S JOURNAL OF THE CAMPAIGN AT NEW YORK[1]

[New York] August 1st [1776] The Two Galleys from Providence got round into the North River, and Sailed up the River. The New York and 2 of the Connecticut Gallies went up as far as Kings Bridge some Days before.

[1] *Collections of the Connecticut Historical Society,* VII, 180.

New-York Journal, THURSDAY, AUGUST 1, 1776

New York, August 1.

On Monday last five of the men of war's boats endeavouring to land on Tappan meadows, where about 15 inhabitants of the neighbourhood concealed themselves in a fishing hut, on the edge of the meadows, which they had barricaded up, and lay there until three of the boats were within shot of them, when they fired, loaded again, and fired eleven rounds, without the loss of a man on our side. They killed several of the enemy, as they heard a great shrieking and crying amongst them.

JOURNAL OF AMBROSE SERLE [1]

[On board H. M. S. *Eagle*]
Thursday, Augst. 1st. [1776]

This Morning between 40 and 50 Sail appeared in Sight, which proved to be Sir Peter Parker's Fleet, with Generals Clinton & Lord Cornwallis, and the Troops under their Command, on board. They have had an unsuccessful Attack upon Charles Town, and lost near 200 Men, in Killed & Wounded, belonging to the Ships. Three Frigates, who led the Charge, run aground in going up, through Ignorance of the Pilots; and, very happily, the *Experiment* of 50 Guns, arriving the Day before, by interposing between the Fort & them saved the whole Fleet from Destruction. The *Acteon,* a new Frigate of 28 Guns, it being impossible to get off, was scuttled & burnt. Under all these Disadvantages, the Reinforcement of 2900 Men is an agreeable Circumstance, and especially as they are in very good Health. The Ships, in coming in, made a very fine Appearance.

[1] Edward H. Tatum, Jr., ed., *The American Journal of Ambrose Serle, 1776–1778* (San Marino, Calif., 1940), 52. Hereafter cited as Tatum, ed., *Serle's Journal.*

DIARY OF DR. THOMAS MOFFAT [1]

[On board H. M. Sloop *Swan*]

Thursday Augst 1st [1776] Signal from the light House of a Fleet off. Thermometer 75—went ashore with Captn [James] Ayscough and descryd from the Light House forty and more Sail standing in for the Hook. bathd in the Sea. A M 40 Transport with the Army from South Carolina the *Solebay Boreas* and Armd vessells passed up to the Fleet. P M a Transport Ship with 130 Soldiers of the 50 Regt from Jamaica passd up to the Fleet.

[1] Thomas Moffat's Diary, July 30, 1775 to October 8, 1777, LC.

DIARY OF CHRISTOPHER MARSHALL [1]

[Philadelphia] August 1st

. . . gave pass to John Bayley to New York with Sundry goods, to 4 Sailors discharged from Sloop *Sally* Capt John Ball from St Croix to goe to New York & to Wm Ogbourn going Express there. one pass to James

Montgomery Capt of one of our Gondolas . . . going to Camp in the Jerseys [2] . . . News today of the Ship   Sent out by Congress being in the river from Marselleus in france with ten Tonns Gun powder, 1100 Stands of arms, Thirty Seven & half tonn of lead 1 tierce of flints.

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1. Diary of Christopher Marshall, HSP.
2. Marshall was chairman of the Committee of Inspection and Observation and authorized to issue passes to leave the city.

CAPTAINS JOHN HAMILTON AND JAMES MONTGOMERY TO THE PENNSYLVANIA COUNCIL OF SAFETY [1]

[Gentle]men   Philadelphia August 1st 1776 –

We have had the Honour to bear [commis]sions in the Naval Service of this Province from the First Establishement of it – But the Convuls'd State it Has been in Since the Engagements with the Enemys Ship In the River has, ever since that time determin'd us in Quitting that part of the Service of Our Country; and of going Into another—Yet the same reason, which Occassion'd this Determination, (together with the desire of many Respecable Citizens) has been the cause of Our holding, untill a Convention Shou'd put the direction of the Naval affairs of this Province In a [new] Channel—This being now done, This Board Will Permit us, to make the intended Resignation, and We do hereby Resign Our Commissions accordingly

We wou'd not have it believ'd from this resignation that we mean to abandon the cause of the Independant States of America no; it partly proceeds from a desire of Serving in a larger Sphere of Action, whereby we may Have an opportunity of rendering our Country some More essential Service, than we have any prospect of doing here We are Gentlemen [&c.]

Jn° Hamilton
James Montgomery [2]

1. FDRL.
2. Hamilton commanded the Pennsylvania galley *Congress*; Montgomery, the galley *Chatham*. Their resignations were accepted. *Pennsylvania Colonial Records* (Philadelphia and Harrisburg, 1851–1852), X, 664–65.

"MEN IN ACTUAL PAY IN THE SERVICE OF PENNSYLVANIA FIRST OF AUGUST, 1776" [1]

The Navy, vizt

Ship *Montgomery,*	Saml Davison, Esq.,	138
Floating Battery,	Lieut J. Hennesey,	82
Congress,	Jno Hambleton,	41
Franklin,	Nathan Boyce,	46
Effingham,	H. Montgomery,	25
Dickenson,	John Rice,	33
Chatham,	Jams Montgomery,	34
Hancock,	Thos Moore,	47

Warren,	Thos Houstin,	24	
Burke,	James Blair,	20	
Cambden,	Richd Ayres,	35	
Bull Dog,	Alexr Henderson,	41	
Washington,	H. Dougherty,	43	
Experiment,	Lieut B. Thompson,	28	
Ranger,	Lieut Rt Hinne [Hume]	30	
Sallamander,	Charles Lawrence,	15	
Porcupine,	Rt Tatnell,	12	
Brimstone,	W. Watkin,	11	
Terror,	Rt Hardie,	13	
Vulture,	W. Greenway,	11	
Eagle,	Jacob Hance,	12	741
Fire Brig *Vesuvius,*	Edwd Bingley,	5	
do. Sloop *Etna,*	W. Gamble,	4	9
Sloop *Hetty,*	H. Hoover,	3	
do. *Defyance,*	A. Gardner,	3	
Schoonr *Lydia*	J. Simpson,	5	
Sloop *Sally,*	M. Wirt,	7	18
			768

Directed.

Estimate to 1st August, 1776.

For The Council of Safety

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1. *Pennsylvania Archives,* 1st series, V, 3, 4–5.

"Extract of a letter from Philadelphia, Aug. 1." [1]

Last night arrived an account of the capture of the brig *Richmond,* by the *Congress,* fitted out of this place. She was bound from London and Nevis for Halifax, and had on board the following articles, viz, 1078 joes, 672 guineas, 15 moidores, 41 hogsheads of rum, 6 hogsheads, 5 tierces, and 5 barrels of sugar, 1 hogshead of loaf sugar, 24 hogsheads of prize molasses, 3 cases of drugs, and a trunk of Irish linen. The brig was arrived at Egg harbour; the gold they hid in the water cask. The cash, and several London passengers, are on board the privateer, who was left in chase of a three-decker. They took several London letters directed for people in New York, also some newspapers, one of them of the 23d of April, which is the only one we have not seen before. It contains very little, except advices from Jamaica, by which they seem alarmed at the arrival of the French troops at Hispaniola, and that some of the merchants had forbid their orders for goods, expecting a visit from them. That seven ships, one of them the *Hancock and Adams,* with wheat, had arrived at Lisbon from Philadelphia; and that two with tobacco, and one wheat loaded ship, were arrived in France.

Mr. Gibb's ship, capt. Robinson, is below, from Marseilles, with 1100 arms, 37 tuns of lead, 15 tuns of powder, flints, &c. I have just seen the supercargo, who tells me they are seven weeks out; that he could not procure a newspaper, although he offered a guinea for one, but saw one as late as the 25th of May.

[1] Purdie's *Virginia Gazette,* August 16, 1776.

CAPTAIN CHARLES POPE TO THOMAS RODNEY [1]

Dr Sir Wilmington August 1st 1776

Since I saw you in Newcastle, I have been treating with a Carpenter of this place, who engages to build and have ready for launching a Vessel by the Middle of October provided we procure three or four Workmen for him—At present he has but two, and says it will take six hands to build her in ten weeks:—The Dimensions agreed on are 54 feet Keel, 20 feet Beam and 8 feet Hold. The Dimensions of the Brig *Lexin*[*g*]*ton* Commd by Capt. Barrey [John Barry] is 58 feet Keel—21 feet Beam—and 9 feet Hold—The Carpenters say her length will be a considerable advantage to her sailing—Several Labourers have been employed two or three days in cutting the Timber and Keel—the greatest part of the Plank is now ready—and he fully expects indeed is determined to have her on the Stocks in three or four Days.

I would recommend it particularly—nay request it as a Favor of Mr. McGarmot to ride down to Lewis Town—Cedar and Broadkill Creeks and employ all the Hands he can—the more hands the better for us—she will be the sooner off the Stocks, and I am certain hands may be got down there—I beg you may insist on Mr. McGarmots going down; as the Time is drawing fast that requires our presence in the English Channel –

I shall endeavor to get off from this Service in a few Weeks, and think there will be no great Difficulty in procuring a Discharge Was it not that I prefer the Sea to the Land Service, should continue a Soldier as long as there would be Occasion. – [2]

Best regards to the Family and remain [&c.]
Charles Pope

[1] *Delaware Archives* (Dover, 1919), III, 1423.

[2] Pope commanded the Fifth Company of the Delaware Regiment of the Continental line. He did not resign from the land service. On the day after this letter to Rodney, his regiment marched and arrived in Philadelphia, August 3. Christopher L. Ward, *The Delaware Continentals 1776–1783* (Wilmington, 1941), 10.

SAMUEL PURVIANCE, JR. TO JOSEPH HEWES [1]

Dear Sir Baltimore August 1st 1776

The intention of this is to introduce to you my very worthy freind Captn James Nicholson, who agreeable to what I lately wrote you goes up to wait on your Board [2] & receive their Instructions &c about the Outfit of the Frigate.[3] Captn Nicholsons Merit both in private Life & as an Officer is very great, & Justly deserving the Esteem of all who know him.– I hope a proper Regard will be paid to his Deserts by your Board in settling the Rank of the Officers, that his Usefulness may be rendered the more extensive. He possesses in my Opinion the best Talents for Command, of any Man I know; And the good Order & Discipline of the Ships Company which he now commands [4] is a striking Proof [of] it, It being difficult to determine whither he is most loved or feared by them. His Judgemt in Marine Affairs will I am perswaded be of Service to your Board. His Prudence & Discretion are deserving of the greatest Confidence. My Bro[the]r will either accompany or go next day after Captn Nicholson, & will render every Assist[an]ce he can in collecting & forwarding such Stores &c as are wanted from Philada I am Sir [&c.]

Sam^{l} Purviance Jun^{r}

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1. Hayes Manuscripts, NCDAH.
2. Hewes was a member of the Continental Marine Committee.
3. The Continental frigate *Virginia,* built at Fell's Point, Baltimore.
4. The Maryland ship *Defence.*

Maryland Council of Safety to George Woolsey [1]

No 104.

Sir The Vessel you and Company have on the stocks the Council of Safety are now desirous of purchasing, provided they can have her on Reasonable Terms. – let us know therefore whether your Company will sell, and what price they ask – we expect your answer as soon as possible, when Mr [Stephen] Steward our agent will attend to compleat the contract, and give directions. We are [&c.] [2]

[Annapolis] 1 Aug 1776

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1. Council of Safety Letter Book, No. 1, Md. Arch.
2. Woolsey & Salmon Letter Book, LC, contains August 7 notation: "Wrote the Councill of Safety Letting them know they Could not have the Schooner that is building."

Journal of the Virginia Navy Board [1]

[Williamsburg] Thursday the first day of August 1776. –

Resolved that John Hutchings Esqr be first Commissioner of this Board Protempore

Ordered that a Warrant Issue to John Hart for Nineteen pounds twelve shillings and four pence for Necessaries furnished the Schooner *Revenge* Capt [William] Deane—

Ordered that a Warrant Issue to William Cook for four pounds one shilling and six pence for Nails Bolts and other Articles furnished Capt William Deane for the use of the Schooner *Revenge*—

Ordered that a Warrant Issue to Capt Edward Travis for four hundred and thirty one pounds for Disbursements and for the payment of his Men from the time of their Enlistment to this day [2]

Ordered that a Warrant Issue to Lieutenant James Quarles for One hundred and twenty two pounds one shilling & three pence. it being the Ballance of his Account for recruiting Service and for the Payment of his Company of Marines from the seventeenth day of April One thousand

seven hundred and seventy six to the thirty first day of July following—
Ordered that a Warrant Issue to Capt Thomas Lilly for thirty pounds on Account for necessaries furnished the Brig *Liberty*—

Ordered that the Gallies to be Built by Mr Caleb Herbert pursuant to an Order of the Honourable the Congress[3] be of the following Dimensions, to wit, Seventy one feet Keel Twenty feet Beam six feet Hole and six Inches dead Rise—

Ordered that Mr William Frazer one of the Contractors for the district of York River do Furnish Caleb Herbert with provisions necessary for Victualling the Workmen now Building a Row Gallie under the direction of the said Herbert pursuant to an Order of Congress—[4]

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1. Navy Board Journal, 27–28, VSL.
2. The galley *Manley*.
3. See Journal of the Continental Congress, May 18, 1776, authorizing Virginia to build six galleys at continental expense, for the protection of troops crossing the many navigable rivers in that colony. Volume 5, 142.
4. The Navy Board sent instructions to Frazer on August 4. Navy Board Letter Book, VSL.

Journal of the Virginia Council of Safety[1]

[Williamsburg] Thursday August 1st 1776.

The Members present taking under their Consideration the proceedings of the Committee of Safety with respect to their Directions for building six Row-Gallies for the purpose of Transporting Troops across the Rivers pursuant to a Resolution of General Congress, find that the said Committee had empowered Persons upon James, York and Rappahanock Rivers to provide Materials for building the same; but as this Board do not know what progress may have been made therein, and do not look upon themselves as competent Judges of Naval affairs are of opinion that the Commissioners of the Navy be requested to take this Business under their Consideration, and carry the said Resolution of Congress respecting the said Row-Gallies into Execution.

It appearing that the Public Treasury is at present in an exhausted state, owing to the delay in getting ready the Dollar Bills lately ordered by Convention to be struck, and that there is a considerable sum of Continental Money deposited with the Treasurer by the Congress for the purpose of exchanging the same for Gold and silver which on Trial is found to be impracticable, Ordered therefore that the Treasurer be requested to pay any warrants which may be drawn by this Board, or the Navy Board during the present situation of the Treasury out of the said Continental money to be replaced hereafter; and that he be informed at the same Time, that the Council will issue as few warrants as may be, until the Treasury can be restored to a better Condition.

Thomas Everard, Joseph Prentis, and John Tyler Esquires having sent their several Resignations in writing of their Offices as Judges of the Court of Admiralty; William Holt, George Seaton, and William Armistead junior Esquires are appointed Judges of the said Court.

[1] H. R. McIlwaine, ed., *Journals of the Council of the State of Virginia* (Richmond, 1932), I, 102, 103. Hereafter cited as McIlwaine, ed., *Journals of the Virginia Council.*

Journal of the North Carolina Council of Safety [1]

[Halifax] Thursday August 1st 1776.

Resolved That John Gale or William Calvert be appointed to the Command of the Brigantine *Betsey* now lying in Edenton Bay and Laden with a Cargo of Tobacco on the Continental Account and Bound on a Voyage to Europe, and should they both refuse to take the Command of the said Brigantine in that case the Committee of the Town of Edenton be impowered to appoint some person well skilled in the Art of Navigation, and who is a known Friend to the American Independency to the Command of the said Brigantine *Betsey.*

Resolved That Robert Smith Esquire of Edenton be permitted to Export to any of the French or Neutral Islands in the Sloop *Betsey,* James Ferguson Master the following Articles, to wit. twenty thousand Hogshead Staves and heading, he having entered into Bond with Security in the Sum of One thousand pounds to import into this province the Net proceeds of the Staves above mentioned in Salt Arms Ammunition and other warlike Stores.

[1] Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

Robert Cochran to John Langdon, Portsmouth [1]

Sir, I Receiv'd Yours of 3th June ult. the day we were very Busy in geting ready to Receive our Enemys which we did on the 28th & give them a very Genteel draubing – Particulars you have before this reaches you. – Some damage has been done to the Inhabitants of the back Settlements of this province by the Indians, but there are large parties gone against them, so hope there will be a Stop to these troubles.

Am very happy to find you are in so good Spirits, & great readiness for the Enemy; wou'd be glad to hear how far advanc'd your Shiping are in new-England. Mr. Pickran [2] that come from Piscatway had the Command of a Row-Galley & has taken an English Brig in one of our Inletts. We Seem to be pretty Safe from danger at present. – I am, sir [&c.]

Charlestown 1st August 1776. Rob^{t} Cochran

[1] John Langdon Papers, Captain J. G. M. Stone Private Collection, Annapolis.
[2] Captain Thomas Pickering.

John Almon's *Remembrancer,* 1776 [1]

St. Vincent's, Aug 1.

The *Shark* man of war, Capt Bennett [*sic* John Chapman], on her way from Antigua to this island, opposite the island of Martinico, fell in with a North American privateer, mounting 18 ten pounders. The action lasted near two hours, when the latter was obliged to sheer off; and the former pursued till she received two twenty-four pound shot from the fort at Martinico, which obliged her to desist; and the captain went on shore to make his complaint to the French governor, who declared he would not suffer any English man of war to come within reach of his cannon after the Americans; that if they were pirates he would not countenance them, but by no means looking on them in that light; they claimed his protection while they remained at Martinico; when they put to sea it was their own affair.

Captain Bennett [*sic*] learned at Martinico, that this same American vessel had taken two English ships homeward bound, and that they had 39 prisoners on board; but the captains nor names of the vessels he could not hear; the colours which the American shewed were a field white and yellow, with 13 stripes.[2]

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1. John Almon, ed., *The Remembrancer; or Impartial Repository of Public Events. For the Year 1776* (London, 1776), III, 277–78. Hereafter cited as Almon, ed., *Remembrancer.*
2. Captain Chapman described the *Reprisal*'s colors as red and white striped with the union next the staff, and made no mention of any yellow. See Chapman to Vice Admiral Young, July 29, 1776. Volume 5, 1278–79.

2 Aug.

Journal of the Massachusetts Council [1]

[Watertown] Friday – August 2d 1776

Petition of Benjamin Goodhue of Salem, in behalf of Himself & others his Partners –

Humbly Sheweth, That your Petitioner in Company with said Partners is fitting out with all dispatch a Privateer Schooner of War call'd the *Sturdy Beggar* Whereof Allan Hallet is intended to be Commander. Your Petitioners Humble Prayer therefore is, that your Honors would be pleased, to Order that the said Allen Hallet may be Comissionated as Captain of the said Schooner, And your Petitioner as in duty bound shall ever Pray –

Benjamin Goodhue

Read and Ordered that the Abovementioned Allen Hallet be Comissionated as Captain of said Schooner, On his giving Bonds with Sufficient Sureties to Comply with the Order of the General Court in such cases made – [2]
Petition of Archibald Duthie, Humbly Sheweth, I was taken About three Weeks ago By the *Sturdy Beggar* Privateer comanded by Capt Peter Lander, in my Passage from Jamaica to London Since that time the Ship is retaken & I Apprehend carried to Halifax, it being near Night & the Sea running high when I was taken on board the Privateer, I had but little time to provide myself with Cloaths & other Necessarys, and not doubting of her being brought into Port, was not very Anxious, as She is not come, I am now without Cloaths Without Money, if your Honors thinks it right,

I pray for leave to follow her to Halifax – and your Petitioner Shall ever pray, I am May it please your Honors – Your Most Obdt & M. H. Servt –
Archibald Duthie –

Ordered that the Officers taken by John Fisk Commander of the *Tyrrannicide* deliver their Swords into the Hands of Honble Richard Derby Esqr & he to keep them till said Officers are Liberated –

Petition of John Winthrop Junr & others Humbly Sheweth, – That your Petitioners Owners of the Schooner *Warren,* burthen about Seventy Tons, Armed with Four four Pounders, Four three Pounders, twelve Swivels, & four Cohorns, Navigated with Fifty Men William Coas Commandr, Coas Gardner 1st Leut both of Gloucester, Moses Harris of Ipswich 2d Leut, is designed to Cruize Against the Enemies of these United States. Your Petitioners would therefore Humbly request your Honors to Commission the said Vessel & Captain for the purpose beforement[ione]d and your Petitioners as in duty bound shall ever Pray
John Winthrop Junr –

Read & Ordered that a Comission be Issued to the above Mention'd William Coas, Commander of the Schooner *Warren,* on his giving Bond Agreeable to the Resolves of Congress –[3]

Ordered that the Commissary General be and he hereby is Directed to deliver unto Capt Daniel Souther Comander of the Brigantine *Massachusetts* or his Order the following Articles taking proper receipts for the same Vizt –

14	four or Six Pounders –		
14	Swivels	3..0..0	Grape Shott
40	Muskets	100 lb	Muskett Ball
20	pr. Pistols	50 lb	Match rope
20	Tomahawks	14	Powder Hornes
1	Ton double headed 8 round Shott –	30	Bushells Beans & Pease –

Petition of John Winthrop Junr of Boston humbly Sheweth, that your Petitioner being part Owner of the Schooner *Warren* now fitting out to Cruize Against the Enemies of these United States, & that the said Schooner having every necessary Equipment but the Article but [*sic* of] Gun Powder and for want of which she is Unable to proceed on her Cruize, Your Petitioner would therefore request permission of yr Honors to Allow him to purchase Seven Hundred pounds weight of the said Article of Gun Powder out of the Public Stores, & for which he will Imediately pay the Money or return the like weight of good Salt Petre, which he has now in his Possession, and yr Petitioner as in Duty bound shall ever pray –
John Winthrop Junr –

Read & Ordered, that the Comissary be & he hereby is directed to deliver Mr John Winthrop Jnr Seven Hundred pounds of Gun Powder

for the beforementiond Schooner, he paying the Money or returning the Salt Petre as the Comissary & he can Agree –
Petition of Miles Greenwood of Salem, in behalf of himself, and Others his Partners, Inhabitants of Salem & Beverly, Humbly Sheweth, That your Petitioner in Company with his sd partners, is now fitting out with all Dispatch and allmost Compleated for the Sea a Private Schooner of War call'd the *True American,* to be Commanded by Capt Danl Hathorne, to be Mounted with twelve Carriage Guns, and Navigated with Seventy Men, with design to disstres and Captivate, the Subjects Servants & Vessels of the King of Great Britain, and all others, the declared Enemies of the United States of America – That your Petitioner is Appreh[e]nsive, that he shall not be able to procure powder for the said Schooners intended Cruize, owing to its Scarsity in this Colony – Your Petitioners Humble Prayer therefore is that the Honorable Board would be pleased to allow him and Order him to be supplied out of this Colony Magazine, with Seven Hundred pounds weight of Powder, he paying for the same at the price which the Honorable Board, or any Person or persons, whom they shall be pleased to appoint, shall set upon it and your Petitioner as in duty bound shall ever pray – Miles Greenwood
Read & Ordered that the Commissary General be and he hereby is directed to deliver to Miles Greenwood or Order Seven Hundred w[e]ight of Powder out of the Powder Now at Salem he paying for the same at the rate of Five shillings pr pound.

1. Mass. Arch., vol. 19, 143–45.
2. *Ibid.,* vol. 7, 162. Bond for $5,000 was made this date.
3. *Ibid.,* vol. 7, 323. Bond for $5,000 was made this date.

New-England Chronicle, Friday, August 2, 1776

[Boston, August 2]

Messieurs Printers, In your paper of the 25th instant you mention, "last Sunday a ship of 200 tons burthen, commanded by James Arnout, was sent into this harbour by Commodore Hopkins, &c." In the same paper, we observe that a certain Caleb Hopkins, who calls himself "Commander of the armed ship called the *George,* &c." has libelled the ship called the *Queen of England.* We are greatly surprised at his assurance, in libelling said ship, as she was not within one and half miles of the *George* when she struck, and an island between them, and the Commodore (as he is called) did not come on board the *Queen of England,* 'till an hour after she struck, and then was employed only as a pilot.

Winthrop Gray
Zebedee Redding } Captains.[1]

Hull, July 29, 1776.

Friday last was taken to the Eastward of Mount Desart, by two Whalemen, and last Wednesday sent in here, a large Schooner of 160

Tons, from Jamaica bound to Halifax, laden with Rum, Sugar, Pimenta, &c. She, it is said, was formerly owned in Salem.

Last Lord's Day was carried into Marblehead, the Ship *Peggy,* commanded by James Kennedy, mounts six 3 and two 2-pounders, bound for New York, taken by the armed Vessels *Hancock,* Capt. [Samuel] Tucker, and the *Franklin,* Captain [John] Skimmer. She is one of the Fleet of 24 Sail, who, it is said, by those that were taken in her, came out with transports, under convoy of two men of war, the *Renown* of 50 and the *Flora* of 20 guns, having on board a number of troops. – The cargo consists of 75 doz. hose, 180 yards Irish sheeting, 2 boxes cord, 74 doz. porter, 83 doz. strong beer, 311 tierces salted beef, 6 barrels herring, 24 camp kettles, 5 doz. canteens, 2 doz. kettles with covers, candlesticks and spoons, 2648 mutton hams, 50 doz. Rappee snuff, 100 gallons rum, 3884 yards oznabrigs, 12 and half doz. claret, 4 barrels flour, 2 kegs barley, 230 doz. red port wine, 50 doz. Sherry, 53 doz. white port wine, 16 doz. strong beer, amounting to £.1509–1–9 sterling, and some cash. Also the following Tory gentlemen and ladies, viz. Patrick Reed, Thomas Frazier, Robert Semple, and wife, Elizabeth Burns, John Burns, Abigail Pecit, Thomas Semple, and the *pious* Benjamin Davis and son, Thomas Pamp, and John Whitehead. The Privateer *Warren,* Capt. Burk, engaged with another of the fleet, and near taking her, when by some accident she had three of her men blown up and seven wounded, which obliged them to put into port.[2]

The above Tories were brought to Town in a Marblehead Schooner on Monday morning, and escorted up to Gaol; – they inform that they left Halifax the 4th July; that they sailed in Company with 3 Transports with Hessian Troops bound to New-York; and that the Day they left Halifax, they saw a fleet of 40 Sail, which they supposed to be Transports with Hessian Troops.

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1. Gray and Redding commanded two companies of the 14th Continental Infantry, stationed at Hull and Point Alderton.

2. The *Warren*'s engagement was with the British transport *Unity,* whose captain made the following report of the encounter:

> Off the Isle of Sable, early in the Morning, we saw a Schooner, which seemed inclined to speak with us; about Noon she was only a Half a mile from us, when she fired a Shot to bring us too; she had hoisted no Colours notwithstanding she fired a Shot; we were surprised at this, and could therefore hardly think she was one of our armed Schooners, as the Officer would certainly know his Duty better: we accordingly brought too, but took Care also to get all the Soldiers up, and in Arms, and had them all ready under the Quarter-deck, and out of Sight; she ran under our Stern, and bade us strike to the Congress; on which having four Guns abaft, (all we had on board) we complimented her with a Couple; she then kept on our bow, and seemed inclined to board us, our Soldiers immediately went forward, and gave them such a Discharge of small Arms, that she found she had caught a Tartar. I believe we killed them five Men at this Fire. She then shot a-head of us, in order, I believe, to consider what to do; the Determination was to leave us, which they did, by steering away South, whilst we kept on for Halifax Harbour, not having suffered the least Hurt. The Schooner had ten Guns, and I believe upwards of fifty Hands.

Public Advertiser, London, August 30, 1776.

AGREEMENT OF OFFICERS AND CREW OF THE RHODE ISLAND PRIVATEER SLOOP *Diamond*[1]

Providence August the 2, 1776

Whear as thear is Sum uneasyness a Rose amoung the Sloop *Dimounds* Crue a Bought Thomas Curtis having two And Half Sheares For acting as Leftennant of mereanes wee hous Names are under Ritten do a Gree that Said Curtis Receve two & Half Sheares out of all prizes Taken by Sloop *Dimound* the Cruse he was out Bound –

Isa^a Coole Cap Ms
William Hurbly
his
John X Adams
mark
John Sowdon
John Clarke
Isaac Mondon
Robert Bolton
Asa Briggs
P Desmazures
his
Christopher X Hargal
mark
Joseph Picher Jr
Will^m Chace Mastr
George W. Babcock

his
John X Briggs
mark
Benja Butts
Bethanath Hodgkinson
Robert Palmer
Georg Hoffman
Gilbert Bedell
Alex[a]nder Tindall
His
John X Morgain
mark
Thomas Stone
William Harrison
John Sober
John Williams

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[1] JCBL.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY[1]

[Lebanon] Friday, August 2d, 1776

Resolved and ordered, That Capt. John Deshon and Mr. Nathl Shaw Junr be and they are Instructed to Purchase the New Providence Sloop belonging to Mr. Charles Walker now Lying at New London[2] for the use of this government to be fitted out as an armed Vessell, at the Easiest and Cheapest Rate in their Power and to Execute Proper Contracts on the Part of this Colony for that Purpose and Receive Suitable Writings of Conveyance to Pass the property of the Same to this State Accordingly

And that thereupon Capt Seth Harding Do Immediately Proceed to alter and fit up said Sloop as an Armed Brigantine with the Greatest Dispatch and that he make use of the Masts Sails rigging Guns and other Implements & Furniture of the Brigantine *Defence* now under his Command for that Purpose and that he Employ the Officers Sailors and Marines of said Brigantine *Defence* in fitting said Sloop as aforesd.[3]

and said Mr Shaw is Directed to furnish Capt Harding with what shall be Necessary for that Purpose

1. Charles J. Hoadly, ed., *Public Records of the Colony of Connecticut . . .* (Hartford, 1890), XV, 495. Hereafter cited as Hoadly, ed., *Connecticut Records*. An attested copy is in Nathaniel and Thomas Shaw Letters and Papers, NLCHS.
2. The sloop *Endeavour,* which Esek Hopkins had impressed into service to carry some of the cannon from New Providence, promising Walker that he would be reimbursed. This Congress did to the amount of two thousand dollars, restoring sloop and her original cargo to the owner.
3. The sloop, converted to a brigantine, was also named *Defence*.

Connecticut Gazette, Friday, August 2, 1776

New-London, August 2.

Since our last arrived here Capt. Joseph Packwood in an armed sloop, from the West-Indies, with ten Tons of Powder, 3 or 400 stand of Arms, and a Quantity of European Goods. And,

Last Tuesday Capt. Bigelow arrived here from the West-Indies, with five Tons of Powder, &c. They were both chased by the *Cerberus* Frigate, Capt. Simmons [John Symons], but had the good Fortune to get in safe.

List of Men from Connecticut Who Served On Board the Continental Ship *Alfred* [1]

List of Men Ship'd in Connecticutt for 6 Months

Names	Amount Slops Recd	Time Entry			Time of Discharge &c:&c:
James Holt	£6..4..7	23d	Dec:	1775	Dischd 16th June 1776–
Peter Holt	2..4..9	23d	do	do	Left the Ship 17th June 1776
Willm Fagan	5.17.11	14th	do	do	Dischd 14th June 1776–
Samuel Lollard	3.16..1	30th	do	do	Run 21. April 1776
Samuel Procter	5..5..3	1	Jany	1776	Run 10. April 1776–
Elias Robbins	4.10..9	1	do	do	Run 17. July 1776–
John Cole	3..3..3	3d	do	do	Left the Ship 3 July 1776
Robert Babcock	10..6	2	do	do	Left the Ship 4th 1776
James Palmer	3..9..9	2	do	do	Left the Ship 4th July 1776
Nathan Brand	1..1..4	2	do	do	Left the Ship 4 July 1776
Daniel Palmer	10..6	2	do	do	Left the Ship 4 July 1776
Peter Peters	1..1	3	do	do	Left the Ship 4 July 1776

Names	Amount Slops Recd	Time Entry			Time of Discharge &c:&c:
Moses Palmer	1..3..6	2	do	do	left Sick in Connect & not Returned
Elihu Babcock	13..5	3	do	do	Left the Ship 4 July 1776
Asa Lewis	3..1.10	3	do	do	Left the Ship 4th July 1776
John Chester	5..7..6	4	do	do	Dischd 2d August 1776–
Peleg Toker	1.18..7	4	do	do	Dischd 2. August 1776–
Edward Derrick	4.11..2	8	do	do	Died 16. April 1776
Richard Salter	5..8..–	10	do	do	Run 13 March 1776 –
Labeus Gavitt	1..2.11	6	do	do	left Sick in Connect & not Returnd
Thomas Cook	1.14.10	20	Decr	1775	Dischd 20th June 1776 –
Ward Bulkley	10..6	20.	Dec:	1775	Disch[d] 20. June 1776 –
Daniel Wheeler	1..3..8	20.	Dec:	1775	Dischd 20. June 1776 –
David McKensey	1.12.11	20.	Dec:	1775	Turnd over to *A Doria* 13 May 1776
Willm Bennett	5.....9	19.	Dec:	1775	Died 21. March 1776
John Perry	2.18..2	2	Jan	1776.	left Sick in Connect & not Returnd
Bodwel Huse	19..9	22.	Dec:	1775	left Sick in Connect & not Returnd
Rob: P. Webber	3.18..3	3	Jan	1776	Run 15th March 1776
Oliver Bradley	3..2..3	18	Dec	1775	left Sick in Connect & not Returnd
Titus Dutton	2..6.10	28.	do	do	left Sick in Connect & not Retd
George Leonard	3.13..3	25	do	do	Run 13th March 1776
Will. Bidwell	6..5..1	11	Jan:	1776	Left the Ship 11th July 1776 –
Dixon Ewing	8..2..3	11th	Feb:	1776	Died 9th June 1776 –

The above Sums are Exclusive of their first Months Pay which they all Recd of the Congress's Agents Except Dixon Ewing who never Recd any Part of his first Mo Pay
[August 2, 1776] [2]

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[1] Gurley Collection, ConnSL.

[2] Date is based on the discharge of John Chester and Peleg Toker, August 2.

CAPTAIN RICHARD VARICK TO LIEUTENANT COLONEL PETER GANSEVOORT [1]

Sir Albany Augt 2. 1776

I am directed by General Schuyler to desire You to forward to General Gates with all possible Dispatch, All the Junk & Oakham from Your Post & all the Pitch, Except one Barrel, together with all the Steel & Iron & that You will immediately send me a Return of what has been forwarded from Your Post to Tyonderoga & that hereafter You will send me a Return Every three Days, of what Articles You forward to General Gates. –

All the Anchors, Cables, Rigging, Cordage, Military & Naval Stores, Axes & Intrenching Tools, which are or shall arrive at Your post are immediately to be forwarded without the least Delay. –

Pray let me intreat You from Time to Time to have strict Enquiry made in the Commissaries & Contractors Stores at Your post, that None of the above Articles may be in the least delayed in forwarding.

Forward the inclosed with Dispatch. I am Sir [&c].

By Order &c: R. V. Secry.

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[1] Schuyler Papers, Letters & Orders, 18 April, 1776 – 28 June, 1777, NYPL.

JOURNAL OF H. M. S. *Rose,* CAPTAIN JAMES WALLACE [1]

August 1776 In Hudsons River New York

Friday 2d AM Recv'd from the *Ph*[*o*]*enix* fresh Beef, at 11 weigh'd the Stream Anchor and hove short on the best Br
First and Mide part little wind and clear Wr latter Calm
PM at ½ past Mer[i]d[ian] weighd and came to Sail Steering down the river as did the *Phenix, Tryal* & 2 Tenders, at ½ past 2 the *Phenix* Run on shore on the Flats off Terry Town, Anchor'd in 4½ fm as did the *Tryal* and Tenders Weigh'd and dropt a Mile below the *Phenix* P[er] Order [of] Capt [Hyde] Parker [Jr.], saw 7 Sail of Arm'd Vessels down the River, at 10 the *Phenix* got off

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[1] PRO, Admiralty 51/805.

JOURNAL OF H. M. S. *Phoenix,* CAPTAIN HYDE PARKER, JR.[1]

August 1776. Moor'd Off Singsing.

Friday 2d A M Clear'd Hawse The Master employed Sounding Modt and fair Wear
P M ¼ pt Meridian Unmoor'd Weigh'd and Came to Sail, the *Rose, Tryal* & two Tenders in Company, in runing down the River, the Ship Grounded on a flat off of Tarry Town, at 2 P M Carried the Stream Anchor out and Attempted to heave off, but without effect, got some of the Upper and lower Deck Guns forward to bring the Ship by

the Head, Carried the best Bower Anchor out in the Stream and at 10 Hove the Ship Off Veer'd to ⅔ of a Cable [2]

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1. PRO, Admiralty 51/694.
2. *Ibid.*, 1/487 contains a copy of the log from July 15 to August 18, 1776, endorsed: "Capt Parker's Journal No 1 in Lord Howe's lre 31 Aug 1776."

BRIGADIER GENERAL GEORGE CLINTON TO GEORGE WASHINGTON [1]

[Extract] Fort Montgomery 2d August 1776.

On Thursday last the Shipping & Tenders fell down to the Mouth of Croton River where they have ever since continued at Anchor near the East Shore. Since which they have attempted once to land on this Side the River with their Barge but were repulsed by our Militia.

On Satturday last the 300 New England Militia left Peeks Kill & returned Home without giving me the least Notice of it, tho I believe they had the Consent of the Committee of [Provincial] Congress who expected in the New Levies from West Chester & Dutchess that Evening to Supply their Place. They were disappointed, the Shore, of course unguarded & the very same Evening the Enemy's Barge came up the River six Mile from where the Shipping lay, went a Mile or Upwards into the Country & took off a yoke of Oxen, a Steer, a Cow & 10 Sheep from the Farm of one Baily, who it is said is on Board the *Phenix,* and I suppose was their Guide.

1. Hugh Hastings, ed., *The Public Papers of George Clinton, First Governor of New York* (New York and Albany, 1899), I, 282, 283.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION [1]

Die Veneris, 4 ho. P. M.
[White Plains] Augt. 2d, 1776.

Ordered, that Danl. Shaw, commander of the private sloop of war called the *Harlequin,* be, and he hereby is, permitted to purchase from James and Alexr. Stewart, or any other person, 1,200 weight of gunpowder, for the use of the said sloop.

1. *Journals of the Provincial Congress, Provincial Convention, Committee of Safety and Council of Safety of the State of New-York.* 1775–1776–1777 (Albany, 1842), I, 554. Hereafter cited as *New York Provincial Congress.*

PETER R. LIVINGSTON TO ROBERT LIVINGSTON [1]

[Extract] Harlem 2 August 1776

. . . find every thing gitting readey with great alacrty a number of people are employed to sink Vessels logs &c &c nearly opposite to the blue bell to stop the way of the two Ships up above they lay about two miles below Tallors point Six Grandola's &c went round from the East river to the North last night which occasioned the Shiping we are told below to move up towards the town to see what we were after they intend in a few days to attack the two Ships up the river and endeavour to burn them

Political Mag. Nov. 1781.

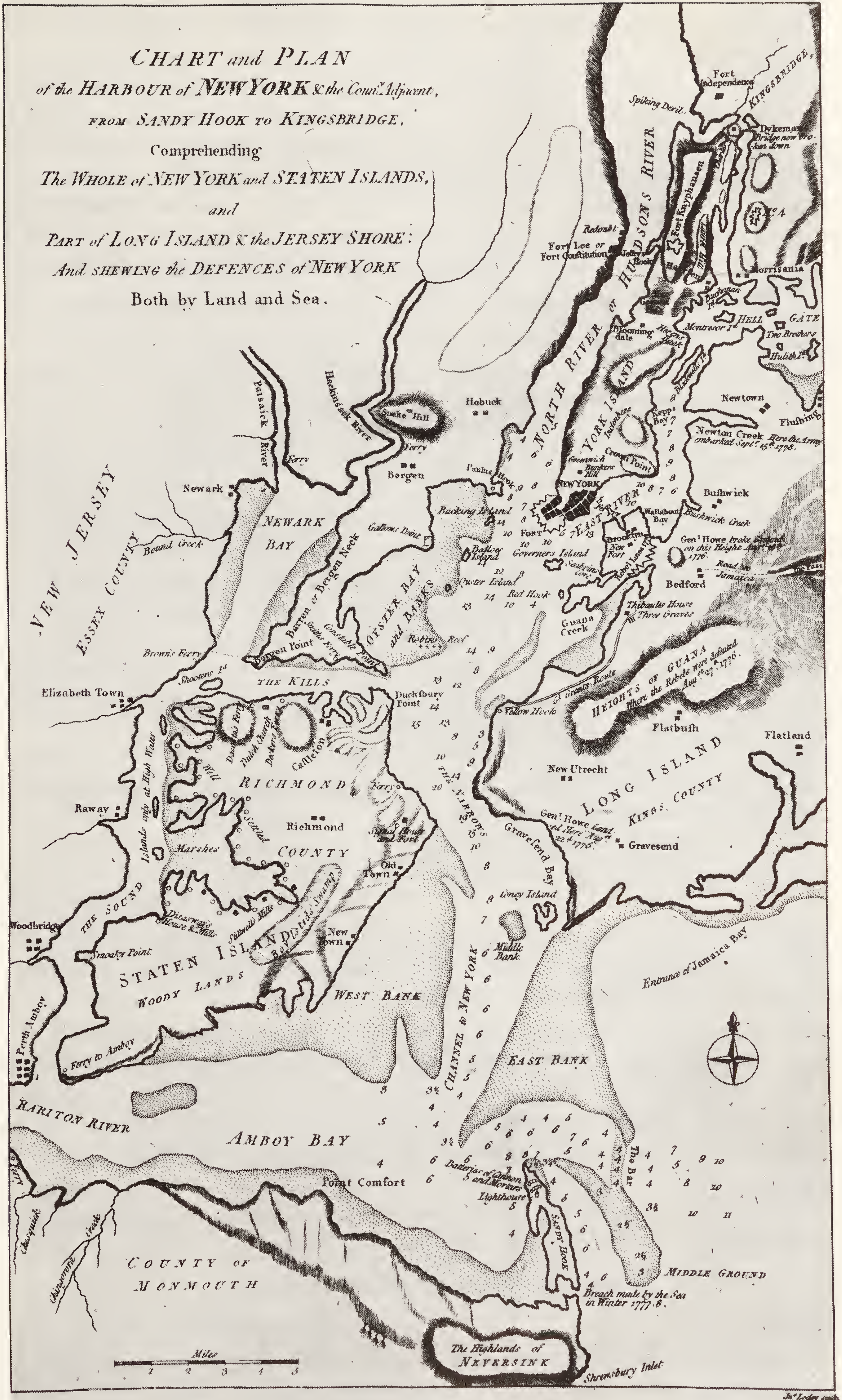

CHART and PLAN
of the HARBOUR of NEW YORK & the Countʸ. Adjacent,
FROM SANDY HOOK to KINGSBRIDGE.
Comprehending
The WHOLE of NEW YORK and STATEN ISLANDS,
and
PART of LONG ISLAND & the JERSEY SHORE:
And SHEWING the DEFENCES of NEW YORK
Both by Land and Sea.

Fort Independence
KINGSBRIDGE
Spiking Devil
Dykeman Bridge now broken down
HUDSONS RIVER
Fort Knyphausen
Redoubt
Fort Lee or Fort Constitution
Jeffrey's Hook
Morrisania
Buchanan Iᵈ.
Montresor Iᵈ.
HELL GATE
Two Brothers
Hulith Iᵈ.
Blooming dale
Horns Hook
Blackwells Iᵈ.
NORTH RIVER or HUDSONS RIVER
YORK ISLAND
Newtown
Flushing
Kepps Bay
Newton Creek
Here the Army embarked Septʳ. 15ᵗʰ. 1778.
Crown Point
Greenwich
Bunkers Hill
NEW YORK
EAST RIVER
Bushwick
Wallabout Bay
Bushwick Creek
Hobuck
Snake Hill
Hackinsack River
Paisaick River
Ferry
Bergen
Paulus Hook
Newark
NEWARK BAY
Bound Creek
NEW JERSEY
ESSEX COUNTY
Gallows Point
Bucking Island
FORT
Bedlow Island
Governers Island
Brooklyn
New Fort
Gen.ˡ Howe broke through on this Height Augᵗ. 27ᵗʰ. 1776.
Road to Jamaica
The Pass
Bedford
Barren or Bergen Neck
OYSTER BAY and BANKS
Oyster Island
Red Hook
Guana Creek
Thibaults House
Three Graves
Bergen Point
Smiths Ferry
Constable Point
Robins Reef
Brown's Ferry
Shooters Iᵈ.
THE KILLS
Elizabeth Town
Ducksbury Point
Dutch Church
Castleton
Yellow Hook
Grants Route
HEIGHTS of GUANA
Where the Rebels were defeated Augᵗ. 27ᵗʰ. 1776.
Flatbush
Flatland
RICHMOND
Richmond
COUNTY
Ferry
Signal House and Fort
THE NARROWS
New Utrecht
LONG ISLAND
KINGS COUNTY
Gen.ˡ Howe Landed Here Augᵗ. 22ᵈ. 1776.
Gravesend
Gravesend Bay
Raway
Islands only at High Water
Marshes
Old Town
Coney Island
THE SOUND
Woodbridge
Disosway's House & Mills
Stillwells Mills
Fresh Kill
STATEN ISLAND
New Town
Middle Bank
Smoaky Point
WOODY LANDS
WEST BANK
CHANNEL to NEW YORK
Entrance of Jamaica Bay
Perth Amboy
Ferry to Amboy
EAST BANK
RARITON RIVER
AMBOY BAY
Batteries of Cannon & Mortars
Lighthouse
The Bay
Point Comfort
SANDY HOOK
COUNTY OF MONMOUTH
MIDDLE GROUND
Breach made by the Sea in Winter 1777.8.
Miles
1 2 3 4 5
The Highlands of NEVERSINK
Shrewsbury Inlet

Jnᵒ. Lodge sculp.

London. Published as the Act directs Novʳ. 30ᵗʰ. 1781. by J. Bew. Pater Noster Row.

How[e] had a reinforcement on Monday of 2000. Highlanders and we about that number from Boston by water . . .

2 OClock. I just Returned from the City. they say last night 40 transports more arrived, am very fearful the workes we have will require such a number of hands to gaurd and work them properly that in case G Howe should land at Mareneck and at Colo Philipes that he will hem them all in and cutt off all communication by Sea and land, just as I came away a flagg set off from the Army to G. Washington but could not stay to hear the purport of it . . . Our Congress has passed a Resolve Acquiessing in Gen: Washington's Vacating the City when Ever he sees proper for the good of the Service . . .

[1] FDRL.

Journal of Ambrose Serle [1]

[On board H. M. S. *Eagle*]
Friday, 2d. August.

Govr. Tryon came on board this Morning to communicate the Information he had just recd. that Hopkins, the Rebel Commodore, with the Vessels under his Command, had stolen out of Rhode Island Harbor, and intended to pass down the Sound, and through the East River by New York, in order to assist the Rebels to destroy the two Ships that passed some time since up the North River. It is not to be doubted however, if the Intelligence be true, and the Passage be made, but that the *Phoenix* & the *Rose* will give a good Account of them.[2]

[1] Tatum, ed., *Serle's Journal,* 52–53.

[2] A rumor probably arising from the dispatch from Rhode Island of two galleys to reinforce Washington's small fleet at New York.

Journal of the Continental Congress [1]

[Philadelphia] Friday, August 2, 1776

Resolved, That the Secret Committee and Marine [committee] be discharged from fitting out vessels with cargoes to Bermudas, for purposes expressed in the resolutions of Congress, of [June 6, 1776].

Resolved, That Mr. [George] Walton be appointed a member of the Marine Committee, in the room of Mr. [Button] Gwinnett, who is absent.

The Marine Committee, to whom it was referred to enquire into the conduct of Commodore Hopkins, brought in their report, which was read:

Ordered, To lie on the table, to be taken into consideration on Monday next.

[1] Worthington C., Ford, *et al.,* eds., *Journals of the Continental Congress,* 1774–1789 (Washington, 1904–1937), V, 626, 628. Hereafter cited as Ford, ed., *JCC.*

John Adams to Richard Cranch [1]

[Extract] [Philadelphia] Aug. 2. 1776

I thank you for your Account of the Prizes taken, by our little Fleet. We may judge by a little what a great deal Means. I hope We shall have more Power at sea, before long.

. . . Barry has taken another Tender. Another Prize is taken and carried into Egg Harbour, and a Vessell has arrived here with a rich Cargo of Arms, Ammunition, Flints and Lead, and dry Goods from Marseilles. She brings no bad News from France.

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1. L. H. Butterfield, ed., *The Adams Papers,* Series II, *Adams Family Correspondence* (Cambridge, 1963), II, 73–74. Hereafter cited as Butterfield, ed., *Adams Family Correspondence.*

DIARY OF CHRISTOPHER MARSHALL [1]

[Philadelphia] August 2d 1776

. . . granted 3 passes for Camp . . . one to Capt Job Springer of Scooner *Grampus* to Dartmouth N. England Government. one to Capt Corban Barnes of Schooner *Julia* to Plymouth New England Government. . . . accot last night was that the *Congress* Privater Capt [John] Craig of this port, has taken & brought her into Egg Harbour, A Brig from Nevis.[2] its Said to be worth near Twenty Thousand pound &c

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[1] Diary of Christopher Marshall, HSP.

[2] The brig *Richmond,* with rum, sugar, and £20,000 in gold on board.

MARYLAND COUNCIL OF SAFETY TO BRIGADIER GENERAL HENRY HOOPER [1]

[Extract]
No 105

Sir, Since our last we have had advice from Major [Thomas] Price our commanding officer in Saint-Mary's, that the British fleet lay near the mouth of Smith's creek in Potowmack, that they were very weak in Land-forces not exceeding 300 men, that they were so sickly that 50 dead bodies had appeared on the shores, chiefly negroes, and that having gone up the River Potowmack to take in water & returned, he imagined they would soon sail from that Quarter. –

Their Forces appear so inconsiderable and contemptible to him, that he has dismissed all the militia, and keeps only two independent Companies to oppose them . . .

We do not expect from their weak state that any attempt will be made, except to plunder, and we think the 500 regular Troops together with the 200 Militia, a sufficient Force to protect your shore[2] until the fleet sails, which we daily expect to hear of, and if some of them go to sea & only a few remain at our Capes, and in Virginia to destroy our Trade, as is suggested to us will be the case, the remainder of the militia also may be discharged. –

If the schooner you have taken would answer to make an armed Boat or vessel for the Defence of this Colony, we should be glad you would send her over that she may be put in repair & fitted for the service, if she is unfit, an Acct of her Size, value and stores will be agreeable to us.

[Annapolis] 2d Augt 1776

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[1] Council of Safety Letter Book, No. 1, Md. Arch.

[2] The lower Eastern Shore counties of Maryland, on the Chesapeake Bay.

MARYLAND COUNCIL OF SAFETY TO THE MARYLAND DELEGATES IN THE CONTINENTAL CONGRESS [1]

[Extract]
No 107

Since our last we have recd two letters from Major [Thomas] Price, Copies of which are inclosed, from them you will learn the situation of the Enemy below, our pilot boat came up last night & informs they are not yet gone off, several vessels are dismasted, and on shore at the point of St. George's island with intention to burn them; Middleton thinks they are going off down the Bay, and we hope soon to be able to write you to that effect, altho' we apprehend a visit to the Eastern shore, and are preparing accordingly. – we have the Satisfaction to inform you that the report of a Landing at Colo [William] Smallwood's was not true – Mr Brents houses were burnt and a good deal of damage done – we hear of no particulars of any other mischief up above. . . .

We congraulate you on the safe arrival of the *Molly* Captn [Thomas] Conway in great Wiccomico, Virginia, with 21,000 Wt of Gun Powder & 270 Stand of Small arms for the use of this Province, we shall get the Cargo up here, as soon as we can with safety. . . .
[Annapolis] 2d July [*sic* August] 1776.

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[1] Council of Safety Letter Book, No. 1, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Friday the 2d day of August 1776. –

A Commission signed by his Excellency the Governor appointing Ciley Saunders Capt of the *Lewis* Row Gallie was delivered to him by this Board. –

A Commission signed by his Excellency the Governor appointing James Markham Capt of the *Page* Row Gallie was delivered to him by this Board. –

A Commission from his excellency the Governor appointing Henry Lightbourn second Lieutenant of the *Page* Row Gallie commanded by James Markham was delivered to him by this Board. –

A Commission signed by his excellency the Governor appointing John Lusty first Lieutenant of the *Page* Row Gallie commanded by James Markham was delivered to him by this Board. –

A Commission signed by his excellency the Governor appointing Stafford Lightbourn first Lieut of the *Lewis* Row Gallie commanded by Ciley Saunders was delivered to him by this Board. –

A Commission signed by his excellency the Governor appointing Samuel Henley second Lieutenant of the *Lewis* Row Gallie commanded by Ciley Saunders was delivered to him by this Board which he received.

A Commission from his Excellency the Governor appointing William

Green first Lieutenant of the Sloop *Defiance* Commanded by Eliazer Callender was delivered to him by this Board which he received.
A Commission from his excellency the Governor appointing Lewis Jones second Lieutenant of the Sloop *Defiance* commanded by Eliazer Callender was delivered to him by this Board which he received. –
A Commission from his excellency the Governor appointing Eliazer Callender Captain of the Sloop *Defiance* was delivered to him by this Board which he received. –
Ordered that the Row Gallie now lying in Rappahanock River whereof Ciley Saunders is Captain be called and known by the name of the *Lewis*. –
Ordered that the Row Gallie now lying in Rappahanock River whereof James Markham is Captain be called and known by the name of the *Page*. –
The Rules and Regulations made by this Board respecting the fitting out the several Captains and Seamen engaged in the Naval service of this common Wealth was referred to his excellency the Governor and Council and being by them approved of It is Ordered that the same be Established. –
Ordered that a Warrant Issue to Capt William Dean for Twenty pounds upon Account for necessaries for the use of the Schooner *Revenge*. –
Ordered that Colo William Finnie deliver unto Capt Edward Travis twenty sailors under Waistcoats for the use of the Seamen on Board the *Manley* Gallie. –
Ordered that Mr Gabriel Maupin keeper of the Public Magazine deliver unto Capt Edward Travis four hundred and twenty five pounds of Gun powder and twelve twelve pound Ball for the use of the *Manley* Gallie –
Ordered that Colo William Aylett keeper of the public Store deliver unto James Quarles eight Shirts for the use of the Marines on Board the *Manley* Capt Travis which Shirts the said Quarles is to Account for at the rate of twelve shillings and six pence pr Shirt –

1. Navy Board Journal, 28–30, VSL.

Journal of the Virginia Council of Safety [1]

[Williamsburg] Friday August 2d 1776

The Rules for the Regulation of the Navy, of the Commonwealth of Virginia, laid before the Privy Council by the Commissioners of the Navy Board were also read and approved.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 105.

Virginia Navy Board to Colonel Fielding Lewis, Fredericksburg [1]

Sir Williamsburg August 2d 1776 –

Your Memorandum to Capt John Craig we have had under consideration, we shou'd be very glad if you can with propriety stop the Salt as we have not a Bushel, and it will be impossible to send a Vessel on a cruise without Salt Provisions. The Congress having directed Six Rowe Galleys for protecting Troops crossing the Rivers, one of which you'll please to have built of the following dimensions 71 feet Keel, 20 feet Beam six feet Hole and six Inches rise.[2] We wish you to employ as many Carpenters as can work on her, that She may be finish'd with all expedition. We inclose you the Commissions for the Officers agreeable to your List together with some Warrants for the inferiour Officers, to Wit the Master, Masters Mate, Surgeon, Surgeons Mate and two Midshipmen. Whatever rigging you may want, you'll please to send to Capt Charles Thomas for at Warwick, and he will comply with your orders, being employ'd by the public for that purpose, any thing in the public Stores at Fredericksburg that may be necessary in fitting out of the Vessels you must order to them desiring the Storekeeper to be particular in charging each Vessel as we are desirous of knowing the Cost of them [&c.]

John Hutchings 1st Comr P.T.

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1. Navy Board Letter Book, VSL.
2. *Ibid.*, the Board wrote to Lewis on August 22 altering the dimensions to "eighty one feet Keel, twenty feet Beam seven and half moulded Hole."

PURDIE'S *Virginia Gazette*, FRIDAY, AUGUST 2, 1776

Williamsburg, August 2.

Since our last, we have certain advice that lord Dunmore, with his motley band of pirates and renegadoes, have burnt the elegant brick house of William Brent, esq; at the mouth of Aquia creek, in Stafford county, as also two other houses lower down Potowmack river, the property of widow ladies, with several ferry boats; that on Tuesday se'nnight he relanded on St. George's island, but was beat off by 1200 Marylanders; that he had burnt eight of his vessels, and was seen standing down the bay the Thursday after with all his fleet.

"EXTRACT OF A LETTER FROM ST. EUSTATIA, DATED AUGUST 2, 1776." [1]

We have just received an account from Martinico that the *Reprisal*, Capt. Weeks [Lambert Wickes], belonging to the Congress, had an engagement with the *Shark* sloop of war, of sixteen guns, belonging to his Britannic Majesty, within sight of St. Piere's wherein the former had greatly the advantage, and acquired much honor amongst the French, many of whom were spectators of the battle. The American vessel afterwards going into the harbour of St. Piere's, the Captain of the *Shark* demanded the American rebel, as he termed it, but the French General refused to deliver him up. A French frigate is just arrived from Old France, with despatches, as late as the 22d of June, to the Governors of the different islands, ordering them to protect and assist the American vessels as far as possible, and to be prepared to defend themselves, if necessary. From this it appears a French war is not far off.

1. *Pennsylvania Evening Post*, August 22, 1776.

3 Aug.

JOURNAL OF H. M. S. *Blonde,* CAPTAIN PHILEMON POWNOLL [1]

Augt 1776 Moor'd off Point Champlain.

Saturday 3 AM recd fresh Beef wash'd between Decks, and work'd the Ventilator.
do [moderate and cloudy]
put 2 Twelve Pounders, 200 Shot, 200 Cartridges &c into Transports Longboats to go to the Lakes, by order of Captain [Charles] Douglas

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[1] PRO, Admiralty 51/118.

The Freeman's Journal, SATURDAY, AUGUST 3, 1776

Portsmouth [August 3].

By an Express from Falmouth last Evening, we are inform'd that Capt. [Joseph] White the Day before, in a privateer,[1] had arriv'd there, having 40 men on board, with the particulars of the following prizes he had taken, viz. The Brig *Fanny,* 130 Hhds Rum from Antigua, – Sloop *Betsy,* 150 Hhds Rum, and a Brig from Antigua for Liverpool, with 230 Hhds Rum – Brig *Harlequin* from Nevis for London, 273 Hhds Sugar, & 65 Hhds Rum – Ship *Polly,* from Antigua, 450 Hhds Rum, 12 Hhds Sugar. Ship *Anna Mariah,* 495 Hhds Sugar, & 52 Pipes of Wine, and some Bails of Cotton, carried into Falmouth. The Captain also took a seventh Vessel, which he gave the Prisoners, – Capt. [Tobias] Lear, and Capt. Hoply Yeaton, of this Town, we hear, are on board one of the Vessels, which put into Towns End at the Eastward.[2]

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[1] The Massachusetts privateer sloop *Revenge.*

[2] The *Anna Maria,* William Pringle, master, and the *Polly,* Tobias Lear, master, were brought around from Townsend to Boston and libeled in the Admiralty Court of the Middle District, *New England Chronicle,* August 29, 1776.

JOURNAL OF H. M. S. *Liverpool,* CAPTAIN HENRY BELLEW [1]

Augt 1776 C: Ann No 62 W 28 Leags

Saturday 3 gave chase to a sail fir'd at her and brot her too, Sent a Boat onbd found her to be from Antigua, laden with rum, for Ireland, but was in possessn of the Rebels. took the Rebels out Sent a Petty Officer onbd her, and 4 men.[2]
Prizes in Company.–
First and midle parts fresh gales and fair, latter, hazey, lying too, for the prizes, made sail at 5 PM [3]

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[1] PRO, Admiralty 51/548.

[2] The *Devonshire,* Fisher, *Public Advertiser,* London, October 2, 1776.

[3] The *Liverpool* with two prizes and one recapture arrived at Halifax on August 10, 1776, *New-England Chronicle,* September 5, 1776.

ACCOUNT BOOK OF WILLIAM SEVER [1]

[Kingston] August 3d

Cash pd for 1 Months Advance pay to Crew of Brigt *Independence*	230.18..–

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[1] Sever Account Book, 264. Courtesy of Captain and Mrs. Noel Sever O'Reilly, Glenview, Illinois.

WILL OF JOHN ERNEST KESSLER, SURGEON ON BOARD THE CONTINENTAL SHIP *Columbus* [1]

I John Ernest Kessler now Resident in Providence in the State of Rhode Island and Providence Plantations, and Surgeon on Board the Ship *Columbus,* belonging to the Free States of America, being Bound on a Cruise against the Enimies of the American States, and Considering the uncertinty of my Lifes being continued, and the chance of being Captivated by the Enimy and having no Relations in America. Do by these presents make, constitute, and Appoint my Friend William Bowen of the Town and County of Providence, Phesitian, my Attorney in all Cases whatsoever. (*cum Facultate substituends*) more Especially to claim and Receive for me all my Wages, that shall be Due to me from these States, and all shares of Prize Money, that is or may be due to me from Time to Time, and in Case of my Decease or of my not Returning again to America, I do hereby Give and Bequeath to my said Friend Doctor William Bowen, to his Hires and Assigns, all my said Effects and Estates that I shall leave in America. Reserving and Giving first of all the Sum of Twenty Pounds (Lawful Money) to my Friend Daniel Nauman, Surgeon in Philadelphia as some acknowledgment for Favours already Received from him. and I do hereby annul and make Void, any former Will or Power of Attorney that I may have made, Ratifying and Confirming This as my Last Will and Power of Attorney.

In Witness of all the above I the said John Ernest Kessler have hereunto put my Hand and Affixed my Seale This Third Day of August *Annoq. Domini nostre Millissimo Septengentissimo Septigessimo Sexto et anno Libertatis Americani Republicee Primo.* 1776 Signed Seald and pronounced By the said John Ernest Kessler as his Last Will and Power before us

James Munro
Obadiah Bowen

John Ernest Kessler, Surgeon
to the ship *Columbus* [2]

[Endorsed] August 3d A D 1776.

In Providence ss. Doctor John Ernest Kessler the Signer of the Instrument on this sheet of paper Appear'd in Person and Acknowledged that the same was done Freely and Voluntarily By him.

Corum Jabez Bowen
Justicario Pacis

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[1] Miscellaneous Collection, Vol. 12, RIHS.

[2] Kessler entered on board the *Columbus* on January 18, 1776, as surgeon's mate and was promoted to surgeon on January 25, 1776. He succeeded Dr. Henry Malcolm who was transferred that day to the Continental sloop *Providence, Columbus* Muster Roll, Transcript of Military Papers, Arch.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND [1]

[Providence] August 3d 1776

Wheiras we have had the Misfortune in heaving out the Ship *Warren,* this Day, to carry away her Fore Mast, and to spring h[er] Main Mast which must greatly retard compleating the said ship [illegible] but that we do all in our powers to have them repla[ced] This Voted that Col William Russell go [to] Middletown, and their procure one Main Mast Work 28 Inches, 87 Feet long. one fore Mast [illegible] Inches. Diamiter 80 feet long one Mizen Mast [illegible] Inches Diamiter 78 feet long. also Sparrs For Main and Topsaile Yards and Topmasts and that a Vessell be procured to bring them Round hear on the best Termes they can. and as soon as possible, if Sparrs are to be gott the Vessell is to be Loaded with them.

Voted That Mr Daniel Hawkins go to Portsmouth and their procure Masts and Sparrs of the above dimentions. that he have a Vessell on the best termes he can. and freight the Sparrs hear takeing smaller ones enough to Load her, that he spare no reasonable Expence in dispatching this Business as soon as he can. and that the Treasurer supply him with Money.

Voted that Jabez Bowen Write Letters to Mr Barnabs Dean of Weathersfield and John Langdon Esqr of Portsmouth to procure the above Sparrs for this Committee

Voted that Mesers Russells be desired to write to Mr William Foster and request him to purchase Two Hundred Butts for Water Cask for the Ships and have them Transported hear as soon as possible.

Voted That their be a Bill drawn on the Honble Stephen Hopkins Esqr at Philadelphia for one Thousand Dollars in favour of Mr Wili[a]m Arnold. he paying the Cash hear in One Month.

Voted That Mr James Sumner be paid Ten Shilling pr Day for his and his Boys Wages. from last Monday Morning provided he keeps steddily to Work till he has finished [illegible] Gun Carriges. also that
Cord be allowed five shillings P Day, from this date provided he continues to Work with Mr Sumner.

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[1] Journal of the Committee who built the Ships *Providence* and *Warren* for the United States AD 1776, RIHS. Hereafter cited as Journal R. I. Frigates, RIHS.

LIBEL OF CAPTAINS DANIEL BUCKLIN AND JOSEPH WHITE AGAINST THE PRIZE BRIGANTINE *Harlequin* [1]

State of Rhode Island and Providence Plantations.

Providence, ss.

A Libel is filed before me, in Behalf of Daniel Bucklin, of Providence, in the County of Providence, in the said State, Mariner, and Commander of the private Sloop of War called the *Montgomery,* duly commissioned by the Hon. Nicholas Cooke, Esq; Governor of said State; and also in behalf of John White, Mariner, and Commander of the private Sloop of War called the *Revenge,* belonging to Salem, in the State of Massachusetts Bay, also duly commissioned with Letters of Marque and Reprisal, to cruize against the Enemies of the United States of America, against the Brigantine called the *Harlequin,* of the burthen of about 180 Tons, with her Appurtenances, late commanded by Capt. John Goodwin; and also against the Cargo of the said Brigantine, consisting of about 119 Hogsheads, 137 Tierces and 20 Barrels of Sugar, 62 Hogsheads of Rum, 2 Boxes of Shell-work, &c. bound from the English Island of Nevis, in the West Indies, to the Port of London, in the Kingdom of Great Britain; which said Brigantine, her Appurtenances and Cargo, as 'tis said, were lately taken and captured upon the high Seas, by the said Daniel Bucklin and John White, their respective Officers and Men, belonging to said Sloops of War, and brought into the port of Providence aforesaid, and at and before the said Time of Capture, belonged to and were the Property of some of the Inhabitants of Great Britain, and were used for the Purpose of carrying Supplies to the British Fleets and Armies now acting against the said United States.

The Justice of the above Capture will be tried, at the Court erected in and for said State of Rhode Island and Providence Plantation, for Trial of maritime Causes, to be holden at Providence on the 19th Day of August, A.D. 1776, at the Hour of Ten in the Forenoon. This Notice is given, pursuant to Law, that the Owner or Owners of the said Brigantine, her Appurtenances and Cargo, or any Person or Persons concerned therein, may appear and shew Cause, if any they have, why the same should not be condemned.

John Foster, Judge of said Court.

[1] *Providence Gazette,* August 3, 1776. This issue also carries notice of libel against brigantine *Mary* sent in by privateer sloop-of-war *Diamond,* William Chace, but also taken earlier by Wingate Newman in Philadelphia privateer *Hancock.*

Providence Gazette, SATURDAY, AUGUST 3, 1776

Providence, August 3.

Sunday last the *Montgomery* Privateer, Capt. Daniel Bucklin, of this Port, returned from a Cruize, during which she took three valuable Prizes, also two others in Company with a Privateer belonging to Salem:[1] She brought in with her a Snow of 180 Tons, Capt. [John] Goodwin, bound from Nevis to London, having on board 119 Hogsheads, 137 Tierces and 20 Barrels of Sugar, 62 Hogsheads of Rum, &c.[2]

On Monday arrived a Brig. taken by the *Diamond* Privateer, Captain William Chace, of this Port; her Cargo consists of 195 Hogsheads and some Barrels of Sugar, 65 Bales of Cotton, 25 Tons of Fustick, and a Quantity of Staves and Heading: she was bound from Tortola to Liverpool.[3]

Extract of a Letter from a Planter at Tortola to his Friend in Liverpool, dated July 1, 1776, found on board the last mentioned Prize.

If this unhappy Dispute between Great-Britain and America should be brought to a Conclusion, and they be once more united, there will be an Opening for Sale of Rum, though to the Windward the Price keeps up I hear to 2s.6d. per Gallon owing to Government contracting with Mr. Blackburn for One Hundred Thousand Gallons for the Troops in America, I am afraid many Planters here will suffer for want of Lumber, as they have it not in their Power to send for it. I am informed there is a Deal of good Lumber to the Southward of Georgia.

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1. Captain Joseph White, of the Massachusetts privateer sloop *Revenge.*
2. The brigantine *Harlequin.*
3. The brigantine *Mary.*

Partial Payroll of the Continental Brig *Andrew Doria*[1]

Cash Paid by Mr [Benjamin] Dunn to the following People 3rd Augt 1776

Mr [Dennis] Leary	15drs	£4-10-0	Andw Scott	7drs	£2- 2-0
Mr [William] Lamb	9	2-14-0	Saml Dobbins	2	12-0
Mr [William] Moran	15	4-10-0	Robt Cockran	8	2- 8-0
Mr Cheles	9	2-14-0	James Brown	4	1- 4-0
Mr. [John] Dent	12	3-12-0	Danl Duffy	7	2- 2-0
Mr. [Elias] Rohl	9	2-14-0	James Williams	3	18-0
[John] Young	10	3- 0-0	Isaac Duverse	7	2- 2-0
Geo Dickson	3	18-0	Wm Kenedy	12	3-12-0
Jas Brade	6	1-16-0	Geo. Cowell	2	12-0
Jno Mackee	8	2- 8-0	Alexr Liviston	9	2-14-0
Jas McGuire	7	2- 2-0	Jerry Towhig	7	2- 2-0
Jno McCoy	7	2- 2-0	Timy Ohara	3	18-0
Patk Kinney	7	2- 2-0	John McNeal	7	2- 2-0
Jas Heath	8	2- 2-0	James Campbell	4	1- 4-0
Michl Bready	8	2- 8-0	Benjn Tate	5	1-10-0
James Hayse	8	2- 8-0	Saml Johnson	12	3-12-0
Jasper Chamberln	4	1- 4-0	Nichs Cooney	5	1-10-0
Cornelus Grimes	4	1- 4-0	George McCain	7	2- 2-0
Richd Wilson	5	1-10-0	David Clark	7	2- 2-0
Bill Adams	7	2- 2-0	James Duffen	9	2-14-0
Jno Glacker	7	2- 2-0	Andw Campbell	7	2- 2-0
David Edmiston	15	4-10-0	Danl Harper	3	18-0
Jno Christian	7	2- 2-0	James Angus	7	2- 2-0
John Anderson	7	2- 2-0	John Campbell	3	18-0
Thos Fisher	8	2- 8-0	Henry Frazer	7	2- 2-0
Willm Haselip	7	2- 2-0	Lawrce Meadows	2	12-0
	212			156	

Cash Paid by Mr [Benjamin] Dunn to the following People 3rd Augt 1776

Dick	3drs	£ 18-0	212	
Peter Miller	7	2- 2-0	156	505 Drs
Jacob. Cook	7	2- 2-0	137	
John McCormick	5	1-10-0		9¾
Willm Robertson	5	1-10-0		514¾
Wm Hughes	5	1-10-0		
Wm Johnston	4	1- 4-0	Receiv'd	534
Willm Steward	7	2- 2-0		514.¾
John Lee	5	1-10-0		19¼ Dollers
John Cook	6	1-16-0		
John Lee	2	12-0		
Dragoon	3	18-0		
Mr Jennings	14	4- 4-0		
Wm Henderson	8	2- 8-0		
Mr Leary	2	12-0		
John George	1	6-0		
Jerry Mahaney	7	2- 2-0		
Willm Wilding	1	6-0		
John Pindor	2	12-0		
Robt Kearns	4	1- 4-0		
Danl Duffy	9	2-14-0		
Geo Kelly	10	3- 0-0		
John Chisnell	10	3- 0-0		
Michl. Bready	10	3- 0-0		
	137 drs	£ 151-10-0		
Wm Johnson		. – 8-0		
Saml Dobbins		. – 6-9		
Ml Bready		. – 1-6		
Patk Kenney		1-17-3		
John Mackee		. – 5-0		
		£154.8.8		

[1] Nicholas Biddle Papers, HSP.

Nathaniel Shaw, Jr. to Captain Nicholas Biddle [1]

N Londn Satturday [August 3, 1776]
4 ocock after Noon

Dr Sir/

This day we din'd on a Turtle wich you Sent in hear, and was taken out of the Wreck [2] and as he was destin'd for the Support of the Pres't Infamous Ministry in Great Brittain we Condemn'd him as a Tory—and have dealt with him Accordingly—and I hope you'l have the Good Luck to alter the Course of many more of them, that are sent on the same Purpose Viz to fill their Damn'd Gutts &c

– how Ever to the Purpose Next time you send a Prize oblige the Prize Master to Bring them Safe into NLondn & [not] Run them on Rocks &c— but Capn [Elisha] Hinman desires you'l take up his People and Send them up in Irons— [3]

– I have all the shirts shoes &c you desir'd me to git—The Ladys are much Concern'd about your Health are Certain if you were well you would be hear

– God Bless you if you Can Read this Letter its more Than I Can—I wish you Luck—Never Quit the *Andrew Doria*—

Remember I give you this advice—a Frigate is not the Thing— I am Dr Sir [&c.]

N Shaw Jr

Nicholass Biddle Esqr Commandr of the
Continantal Briggnt *Andrew Doria* att New Port

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1. Nicholas Biddle Papers, on deposit at HSP.
2. The prize ship *Nathaniel and Elizabeth* which had been driven on the rocks by H. M. S. *Cerberus*.
3. Probably the prize crew that had taken the ship *True Blue* into Providence on June 8, 1776.

"EXTRACT OF A LETTER, DATED TICONDEROGA, AUGUST 3, 1776." [1]

We have now on the Lake two schooners which mount 12 Guns each, two Sloops, and five Gundaloes, the Gundaloes mount 4 Guns each; and five Gundaloes more are almost finished. I hope we shall be able to give our Enemies a warm Reception if they should dare to come.

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1. *Boston Gazette,* August 12, 1776.

CAPTAIN RICHARD VARICK TO GEORGE WASHINGTON [1]

Albany August 3d 1776

May it please Your Excellency

Agreeable to General Schuylers Orders I do myself the Honor to Inclose you three Lists of Articles wanted for the Public Service on Lake Chamblain, contained in the Paper marked A and do also inclose Your Excellency another Paper marked B containing a true Account of such Articles of these Lists as cannot possibly be procured at this Place.[2]

An Express is sent from this Place to Connecticut, with Instructions to purchase the Sail Cloth & Cordage; which General Arnold says is to be had in that Colony—And an Express is also sent to the Forges & Furnaces at Livingstons Manor & Salisbury to procure the Swivel & Grape, double headed & Chain Shot—if to be had there—None of the other Articles are to be had nearer than New York—and I am directed by the Genl to request your Excellency in his Name to Order the several Articles which are wanting, to be sent up with all possible dispatch to this place— With the Assistance of the Public Store keeper, I have procured from the Proprietors of Vessels and the Merchants of this Place & Schenactady all the Anchors, Cables & Cordage that was to be had from them—for which I have made a full allowance. – I am with Respect & Esteem [&c.]

Rich^{d} Varick Secry
to M. Gen: Schuyler

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1. Washington Papers, LC.
2. *Ibid.*, the various lists which are in minute detail, from sail needles to speaking trumpets, are headed as follows:
   A. List of Articles wanted for the Gundaloes Arm'd Vessels & Batteaus
   Articles wanted immediately for the Vessells and Gundaloes on Lake Champlain, July 20 – 1776
   List of Articles wanted for the Vessells on the Lake Champlain July 24th – 1776
   B.
   No. 1 Return of Articles wanted for the Public Service on Lake Champlain, which cannot be procured at Albany, or at any Place between this & New York – except for NB at the Bottom Albany August 3d 1776
   No 2d Genl Arnolds first Requisition Articles wanted immediately for the Vessells & Gundoloes on Lake Champlain – July 20 – 1776
   No 3 General Arnolds second Requisition – List of Articles wanted for the Vessels on Lake Champlain July 24th 1776.

CAPTAIN RICHARD VARICK TO HERMANUS SCHUYLER, ASSISTANT COMMISSARY GENERAL [1]

Dear Sir Albany Augt 3. 1776

Your Letter as well as that of Colo: [Cornelius D.] Wynkoop of the first instant, directed to General Schuyler were delivered me Yesterday Afternoon.—

I have some Days since sent a Bellows & set of Blacksmiths Tools, one Ton of Iron 1 Hogshead of Oakham & a Quantity of Junk to Tyonderoga, to be forwarded to You & have sent Orders to have It pushed on with Dispatch. By the Genl Directions I have ordered the Pitch & Tar & steel to be sent to You from Fort George.—

I shall however by the Very first Waggons, send to Mr [Christopher J.] Yates at Cheshires, for Your Use 500 Iron 200 steel 3 Grindstones, some more Oakham & spades & Axes.—The General desires that all Your Requisitions may be made in Time, that the Service may not suffer.

A Captain Bernard Eddy from Rhode Island is on his Way to Skenesborough with fifty Ship Carpenters under his Command, these persons are to be Employed in Constructing such Vessels as You shall direct.— You will prepare for their Reception & Employ them in the most advantageous Manner possible to forward the public Service. I am &ca

Rich^{d} Varick

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[1] Schuyler Papers, Letters & Orders, 18 April, 1776 – 28 June, 1777, NYPL.

CAPTAIN RICHARD VARICK TO CAPTAIN BERNARD EDDY [1]

Sir Albany Augt 3. 1776

You will proceed with the Carpenters under Your Command with all possible Dispatch from Williams Town by the best & most closest Rout to Skenesborough. Upon Your Arrival at that Place, You will put Yourself under the Direction of Harmanus Schuyler Esqr Assistant Deputy Quarter Master General, who has General Schuylers Orders & will furnish You with Directions for Employing Your Men.—

As in the present state of Affairs, Every Article allowed You by Your Contract may not be had, the General hopes Nay he has the fullest Confidence that You will be Contented with such as can, Especially as the General engages that Every Deficiency will be made up in Money.—

The General hopes that You & the Men Under Your Command, will be early & late at a Work as the Constructing Vessels to maintain our Superiority on the Lake. –

The General wishes & Expects that little Jealousies Which are the Bane of Every service will not take place in Your Minds, but that You will harmonize with every Person Employed in the public Service.—I am Sir [&c.]

By Order of the Genl – R.V. Secry

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1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 28 June, 1777, NYPL.

Captain Richard Varick to Lieutenant Timothy Hughes [1]

Sir Albany Augt 3. 1776

You, with the Party of Men under Your Command, will immediately embark in three large Batteaus & proceed from this Place with all possible Dispatch to Poughkeepsie, where You will deliver the Letter directed to Mr [Jacobus] Van Zandt or in his Absence, to the Gentlemen having the Direction of Building the Fr[i]gates there, & will there receive from him or them six Coils slow Match, six Dozen large Sail, Bolt Rope & Marline Needles, one hundred Weight of Twine & as many Blocks, as are already finished for the Northern Army & a Quantity of Oakham & other Articles, which You will take on Board & Immediately Reembark & Return with Your Charge to this Place.—

Captn Peter Dop of this Place is to Embark with You on Board one of Your Batteaus, he has Orders to purchase Anchors & Cables & Other Articles from the Proprietors of Sloops between this Place & Poughkeepsie, You will order one Batteau to attend him & stop at such Places as he shall chuse to land It, for the purpose of fullfilling his Orders, And proceed with the Others to Poughkeepsie without Delay.— [2]

If the Articles to be procured at Poughkeepsie & the [anchors] & Cables to be purchased by Captn Dop shall prove too Burthensome for Your Batteaus, You will embark Part of Your Cargo on Board of Sloops coming up to this Place, taking the Skippers Receipt, thereby promising to deliver It, to Mr Ph: Van Rensselaer, at this Place.—

I have the fullest Confidence that You will make No Delay in Executing this Business.—I am Sir [&c.]

By order of the Genl R. V. Secy.

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1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 28 June, 1777, NYPL.
2. *Ibid.*, Varick wrote his instructions to Captain Peter Dop this date.

CAPTAIN RICHARD VARICK TO CAPTAIN LEONARD VAN BUREN [1]

Sir Albany Augt 3. 1776

I do herewith deliver You an Invoice of Sail Cloth & Cordage wanted for the public Service, on Lake Champlain, Which You are to purchase for the United states, at the Cheapest Rate they can be procured, in the Colony of Connecticut or Elsewhere.

Mr [Jonathan] Trumbull [Jr.] the Paymaster General will furnish You with a Letter of Credit, to the Amount of the Articles mentioned in the Invoice.—

General Arnold informs Me, that the Sail Cloth may be had of Mr Thomas Mumford of New London & Cordage of Mr Mortimer of Middletown, to which Places & persons You will be pleased to go & Endeavour to procure these Articles; But You are not to confine Yourself to these Persons only; If the Articles are to be had nearer to this Place or at a Cheaper Rate, You will purchase them & bring them to this Place without Delay, [or] forward them by a safe Hand, by the quickest Cheapest & most direct Rout.

If You should need Assistance in procuring or forwarding any of these Articles, You will apply to His Honor Governor Trumbull for his Order, to be furnished therewith.

You will make no Delay in procuring & dispatching these Articles to Albany, as a Delay in this Matter May prove detrimental to our Army in the Northern Department.

A Captn Bacon who left this Place last Tuesday for New York, has Directions from General Arnold to procure the Articles mentioned in these Lists, in Connecticut, You will probably meet him at Governor Trumbulls, You will make Enquiry for him there, & in Case he shall not have reached that Place, You will leave a Letter for him there, Informing him that You are sent to Connecticut on this Business, & requesting him to desist from purchasing; That double the Quantity ordered, may not be procured. – I am Sir [&c.] By order &ca

Rich^{d} Varick Secy

[Enclosure]

Invoice of Articles to be purchased for the Use of the United Colonies – by Mr Leonard Van Buren.

50	Bolts Thick Sail Cloth			
20	Do Light Toe Cloth or Oznabrigs			
15	Hawsers	4½ & 5½	Inches—	50 to 60 Fathoms
10	do	4 – 4½	do	50 to 100 do
1	Coil	6	Inch Rope	60 Faths
1	do	5	do	60 do
1	do	4	do	60 do
2	do	3½	do	60 do
2	do	3	do	60 do

1	do	2½ do	120 do
4	do	2 do	120 do
2	do	1¾ do	120 do
4	do	1½ do	120 do
4	do	Ratlin Stuff	
1	Coil spun Yarn	2 & 3 Threads	
20	Hausers	5 to 5½ Inches	40 to 120 Faths
5	Coils Cordage	4 Inches	120 Faths
5.	Coils Cordage	4 Inches	120 Fathoms.
5.	do do	2½ do	120 do
10.	do do	2 do	120 do
10.	do do	1¾ do	120 do
10.	do do	1½ do	120 do
5	do	12 Thread Ratling.	
5	do	9 Thread Ratling.	
20	Cwt Spun Yarn.		
16	Cwt	2¼ Inch Rope.	
20	Cwt 5 Inch Shrowd Hauser.—		

Sir You will be pleased to give the Bearer Mr Leonard Van Buren a Credit on the public Account for the Amount of the Above Articles, to be purchased by him & forwarded to this Place. Dated this 3d of August 1776.

By Order of General Schuyler.

Rich^{d} Varick Secy.—

[1] Schuyler Papers, Letters & Orders, 18 April, 1776–28 June, 1777, NYPL.

Memoirs of William Smith[1]

[Haverstraw] 3 Augt.

The *Phoenix* and *Rose* mean to escape and joined the Fleet at Staten Island – The River was nearly obstructed off the North End of N York Island & Preparations made to set them on Fire. The *Phoenix* got aground in Tappan Bay above Fort Washington.

[1] William H. W. Sabine, ed., *Historical Memoirs from 12 July 1776 to 25 July 1778 of William Smith, Historian of the Province of New York, Member of the Governor's Council and Last Chief Justice of That Province under the Crown* (New York, 1958), II, 2. Hereafter cited as Sabine, ed., *Memoirs of William Smith*.

Lieutenant Colonel Benjamin Tupper to George Washington[1]

Sir Dobbs's Ferry 5. Afternoon 3d August

I am now to inform your Excellency that my Flag being hoisted on board of the *Washington* I came up with the Ships & attacked at ¼ past One this Afternoon. The *Pheonix* fired the first Gun which was return'd by the *Lady Washington* whose Shot went thro the *Pheonix* – Upon my Orders the *Lady Washington* put about to form a Line the tide was such that the *Washington* & *Spit fire* was exposed to the Broad Sides of the Ships for ½ of an hour without Suffering mutch Damage, we engaged them an hour & a half and then we thought to retreat to Dobbs's Ferry about 4 miles below the Ships The Damages we Sustaind is as follows. Viz

Washington 4 Slightly wounded Sail & riging mutch Damaged 13 Shot in her hull—

Lady Washington Craiht her 32 Pounder no other Damage

Spit fire one killed 2 badly wounded hull & riging mutch Damaged—

Shark none kill'd or wounded hull'd four times.

The *Whiting* one Man lost both leggs and 4 more wounded riging mutch Damaged two Men wounded one of them mortally,

it is thought of but not yet determin'd whether we shall retreat to Spiking Devil or not we wish to give them another Drubing we Saw many Splinters drifting down, I am Your Excellency's [&c.]

Benj^{m} Tupper.
Lt Colo and Commander

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1. Papers CC (Letters from George Washington), 152, II, 337, NA. Enclosed in Washington's letter of August 5 to the Continental Congress.

JOURNAL OF H. M. S. *Phoenix,* CAPTAIN HYDE PARKER, JR.[1]

August 1776. At Single Anchor in Tapan-Bay

Saturday 3d A M Weighed the Best and let go the Small Bower at Day light Five Sail of Vessels in Sight. –

Light Airs and fair Wr at ½ past Noon three Schooners and four Row Gallies, in sight working up the River; carried the Stream Anchor out for a Spring and hove the Ship broadside too; at 1 Six of Rebels Schooners & Row Gallies attacked us; we began, & kept up a constant Fire at them for two Hours, at which time they Row'd away down the River & came to an Anchor in sight of us. Perceived one of the Gallies to have Recd considerable damage, by the Rebels being under the Necessity of hauling one on shore. At ½ past 3 hove Short on the Stream & Weighed the Best Bower Anchor, in order to Run down to the Rebels Vessels but the wind coming more to the Westwd The Pilot thought it to dangerous an Attempt, the Channell being so narrow as not to allow the Ship room to Cast, let go the Small Br Anchor & Veer'd to ½ a Cable. In this Action we Recd two Shott only in our Hull.

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1. PRO, Admiralty 51/694.

JOURNAL OF H. M. S. *Rose,* CAPTAIN JAMES WALLACE[1]

August 1776 In Hudsons River New York

Saturday 3d AM at 9 saw the Galleys under way turning up the River, clear'd Ship for Action at Noon Calm, 6 Galleys and 12 Launches about 3 Miles below us rowing up to board us.

At ½ past Mer[i]d[ian] weigh'd and drop't near the *Phenix,* came too 6½ fm Cheaton-Hook-head N½Wt Tarry Town EBN½N carried out the Stream Anchor and Cable to the Westwd for a Spring a[t] ¼ before 1 the Galleys began a smart fire on us brot our broad side to bear and kept a Constant fire, at 3 the Gally's much disabled row'd off it being Calm we could not follow them. Thos Mayet Marine Kild 1 Do Wounded & 3 Seamen: The Starbd Quarter Gallery Shot away, some of the Rigging hurt & several Shot in the Hull, the small Br Stranded 5 fm from the Clinch at 4 light Airs at 5 Weigh'd the Best Br and hove to ⅓ on the Stream, at 6 weigh'd the Stream and let go the best Bow'r the Gally's 6 miles below us.

1. PRO, Admiralty 51/805.

Journal of the New York Provincial Convention [1]

Saturday Morning
[White Plains] Augt. 3d, 1776.

A letter from Pierre Van Cortlandt and Zeph. Platt, Esqrs. was received and read, and is in the words following to wit:

> Head-Quarters, Mouth of Croton, Augt. 2d, 1776.
>
> Gentlemen—The enemy's ships lie off here, and their barges row up and down the river a nights; and notwithstanding our utmost exertions some infamous rascal must have given them information that the New-England troops went off on Saturday last, and not a sufficient number coming in to guard the shore, they landed at one Bailey's on Sunday night, and went back a half a mile and drove off one pair of oxen, two cows, one calf, one heifer and eleven sheep: no doubt had the assistance of some tories on shore. . . .

1. *New York Provincial Congress,* I, 554, 555.

Constitutional Gazette, Saturday August 3, 1776

New-York, August 3.

Last Thursday, a number of ships, arrived at Staten-Island. They are supposed to be part of the fleet, with the Hessian troops on board.

John Covenhoven to the New Jersey Delegates in the Continental Congress [1]

In Convention of the State of New Jersey
New Brunswick Augt 3d 1776

Gentlemen – As it is of great Importance that the Communication between New York, this & the Southern Colonies be preserved, and no adequate provisions that we know of, having been made to keep open the Ferries over Pasaick & Hackinsack Rivers between Newark & Powles Hook, which in their present Situation may not only be safely obstructed by a single armed Vessel of the Enemy lying near them; but the Ferry Boats may be seized & the passing & repassing of our Troops on emergent Occasions, thereby, for a considerable time impeded; And as from the exposed & unguarded Situation of the Settlements up said Rivers, the Creeks & Country adjacent to Newark Bay the Enemy may receive Supplies of Provisions either by Plunder or from disaffected Persons; And the making Provision for the above Purposes; as they intimately consider all the United States belonging to Your honorable House, We must desire You to propose, at first Opportunity, in Congress, that the most speedy & effectual Measures may be adopted to obtain these salutary Ends—

We conceive there are but two Practicable Methods – Vizt By Batteries at the Several Ferries or by armed Vessels.—The Ground on each Side of the Ferries, being low salt Marsh, will not, without very great Expences, admit of being fortified; but if this had not been the Case, a larger Number of heavy Cannon wou'd be necessary to answer our Purposes than perhaps can be procured; or if procurable, than woud be necessary if employed on board one or more Vessels of the Row Galley or Gondola Construction – Protection by armed Vessels have a further Advantage over Fortifications at the Ferries; the Fortifications must have great Strength, a considerable Number of Cannon & a large Body of Men stationed there, or a Descent of the Enemy might take Cannon & Men together, as the Cannon cou'd not be retreated with, and the Distance of the Ferries from Succour, too great to expect Supplies in Time—On the Contrary, an armed Vessel stationed at or near each Ferry of the Row Galley or Gondola kind, carrying only an 18 Pounder each, with Swivels, Cohorns or Blunderbusses may be sufficient, & their Forces may be occasionally united; for being so contiguous, they may readily act in Concert; and by being made to draw but little Water and to row swiftly, may if they find the Force attacking them too powerful, secure a safe Retreat where the Enemy's Tenders cannot pursue them –

But perhaps heavy Cannon may be spared for one Gondola & not more; in such Case a Vessel of the Cat Schooner kind might be usefully employed for the other Vessel:—We are informed there are two in Pasaick River, well built & almost new & that either of them may be hired for a small Consideration provided their Owners are assured of their being returned in as good Order as when delivered or of being paid the Value in Case they shou'd be irreparably damaged—The Dimensions about 45 feet in Length—14 feet, Breadth 4½ feet depth, draw but little Water & one of them sails remarkably swift.

Altho Gondolas may not so advantageously attack Ships of War, yet their Tenders, or Vessels of such Size as can approach the Ferries will not chuse to come in the Way of an 18 or 24 Pounder—

If not a single Cannon of this Weight can be spared; perhaps both the above-mentioned Cat Schooners may be usefully employed in this

Service; they will probably carry either two six Pounders on each Side, & a 6 or 9 Pounder in the Bow, or three 4 Pounders on each Side & a 6 Pounder in the Bow—besides Swivels, Cohorns & Blunderbusses (as they may be procurable,) Spears & small Arms—

We were so perfectly convinced of the Importance & Utility of making Provision for the above Purpose, that had the State of our Funds permitted it, as much depends on Dispatch, We might probably have gone into the Measures necessary to that End, not doubting but Congress, when convinced of their general Utility to the United States wou'd have ordered a Reimbursement of the Expences – &c

Two other armed Vessels might be advantageously stationed at proper Places between the Ferries abovementioned & the Mouth of Raritan River; they might Cooperate occasionally, either for the Purposes afsd, or for annoying the Enemy, or be employed to protect the Ferry from South to Perth Amboy & the Navigation of Raritan River; which Protection wou'd be a great Saving either in Troops crossing the Ferry to Amboy or in transporting Provisions, Baggage &c. from Brunswick, by Water, to the Camp at Amboy—

As it is important that no Time be lost in making the afsd Provision; And as from the Multiplicity of interesting Business before Congress, this may be delayed; If Congress will provide for the Expence, & request it, We shall be willing to give a helping hand towards carrying their Resolutions on this Subject into Effect

We are Gentlemen [&c.]
By Order of the Convention
John Covenhoving Vice President[2]

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1. Papers CC (New Jersey State Papers, 1775–88), 68, VI, 203, NA.
2. This letter was read in Congress August 6. It was resolved that provision should be made "for keeping open the communication between that state and New York, by way of the ferries over the rivers Passaick and Hackinsack . . . and that this Congress will reimburse the expences of such service to the state of New Jersey." Ford, ed., *JCC,* V, 634.

Caesar Rodney to Thomas Rodney[1]

[Extract] Philada. August the 3d 1776

Yesterday Came to Town a Ship belonging to the Congress from France with ten Tunns of Powder, about forty Tunns of Lead, one thousand Stand of Arms &c. &c. And the Same day an Armed Veshell taken by Captain [John] Barry[2]

At sea –

Since I finished my other Letter have been up to Congress where We Recd Inteligence by letter from Captn. Weeks [Lambert Wickes] in the Congress ship, the *Reprisal,* That he has at Sea on the 13th of July taken two prizes, a Ship and a Schooner bound for Liverpool Loaded with Cotten, Sugar Rum &c.[3] The Letter Came by the Prize Schooner which arrived in an Inlet near Egg Harbour—and the Ship Prize has been Seen off the Capes of Delaware and Supposed by this time got in[4]. . .

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1. George Herbert Ryden, ed., *Letters to and from Caesar Rodney 1756–1784* (Philadelphia, 1933), 100–01. Hereafter cited as Ryden, ed., *Letters to and from Caesar Rodney.*
2. The sloop *Lady Susan.*
3. The ship *Friendship* and schooner *Peter.*
4. Two letters were written to Thomas Rodney this date. This entry is an extract from both letters.

"Extract of a letter from Philadelphia, August 3." [1]

Since my last, we have arrived, a sloop from North-Carolina with naval stores, and a sloop of 8 four pounders; she belonged to the Goodrich's of Virginia, and was commanded by one of them; was out 3 days from Bermuda, when he discovered and gave chace to the brig *Lexington,* Captain Barry, but finding his mistake, put about too late; for in about an hour and a half, Barry ran along side, when she struck. She has 8 Negroes on board; all, or most of the men, to the amout of 25, entered on board of Barry – [2]

This morning we have an express from a schooner taken by Captain Weekes, in the Continental ship *Reprisal*; she was bound from St. Vincents for Liverpool, with upwards of 100 hogsheads of rum, and is safe at Absecomb Inlet. They bring an account of his having taken a ship of 4 or 500 tons burthen, from Grenada for London; she was quite full, and by the captors said to be worth 35,000 l. A ship was seen last Wednesday to the southward off our Cape, by the North-Carolina man, which we hope is the prize.[3]

Captain Fowler, in a sloop belonging to your city, is arrived safe in port with 4,000 l. worth of indigo, in 12 or 13 days from Charlestown; she passed the [British] fleet in a thunder storm. – By him we learn, that two deserters from the fleet confirm the accounts which General [Charles] Lee received from the five deserters, already published here, and further add, That the brig that had the Captain of the Commodore on board for London, had returned off Spencer's Inlet: the said Captain died soon after he got on board, and was buried on Long-Island the 3d of July: That the men began to grow sickly, and they are dissatisfied with General Clinton's conduct; they suspect he keeps a private correspondence with General Lee: That there was some talk of his being under an arrest: That the last rumour among them was, of their embarkation for Long-Island in New-York government. The Commodore's ship is so much shattered, it will take them some time to refit. The 4th of July he hoisted his pendant on board the *Experiment.* One shot from the fort, took off three midshipmen's heads, who happened to stand in a range, one of whom is a Nobleman's son.

A few days before Captain Fowler sailed, the whole fleet was in mourning, supposed for the death of Sir Peter Parker, who was wounded, and lost a part of his breeches in the late engagement. – [4] Captain Fowler thinks the two large ships will not be able to go over the Bar, so as to get out.

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1. *Constitutional Gazette,* August 7, 1776.
2. The *Lady Susan,* Captain William Goodrich. Among those who entered on board the *Lexington* was Richard Dale, whose Memoir in *The Port Folio* (June, 1814), reads in part: "upon his return from Bermuda – whither he had gone with William Gutteridge [*sic*] – he was captured by captain John Barry, commander of the United States' brig *Lexington,* and on the same day entered as a midshipman on board said brig. This occurred in July, 1776." The owner of *Lady Susan,* Joseph Hinckson of Bermuda, challenged the capture on the grounds that his sloop had been illegally taken over by Lord Dunmore. On August 22, 1776, the Adimralty Court in Philadelphia ruled that the owner receive one half the money arising from the sale of *Lady Susan.* The remainder to go one third to Barry and his crew, and "two-thirds for the Use of the thirteen united States." Records of the Admiralty Court of Pennsylvania, April 13–December 3, 1776, LC Photocopy.
3. The schooner *Peter* was the vessel arrived at Absecon, and the prize ship *Friendship* was the one sighted by the North Carolina sloop.
4. Sir Peter Parker remained very much alive after the engagement, but the nature of his wound brought forth a satirical verse in the *Constitutional Gazette,* July 27, 1776:

> If "honor in the breech is lodg'd,"
> As Hudibras has shewn;
>
> It may from thence be fairly judg'd
> Sir Peter's honor's gone.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Saturday the 3d day of August 1776 –

Ordered that Mr. Gabriel Maupin keeper of the public Magazine deliver unto Thomas Meriwether One hundred and twenty Gun Flints and six Quire of Musquit Cartridge paper for the use of the Cruizer *Liberty* Capt [Thomas] Lilly—

Ordered that Colo. William Aylett keeper of the public Store deliver unto Doctor William Christie four pounds of Bark for the use of the Cruizer *Liberty* Capt Lilly—

Ordered that Cornelius Forrest do supply Capt Deane with two thousand pounds of Bread for the use of the Schooner *Revenge*—

Ordered that a Warrant Issue to Doctor Thomas Christie for Ten pounds and eight pence for Medicine furnished for the use of the Brig *Liberty* Capt Lilly—

Ordered that a Warrant Issue to Captain Thomas Lilly for One hundred and fifty nine pounds three shillings and ten pence upon Account for Disbursements of the Brig *Liberty*—

Ordered that a Warrant Issue to Capt William Deane for forty four pounds fifteen shillings and four pence the Ballance of his Account this day settled for the payment of his Seamen on Board the Schooner *Revenge* from the time of their Enlistment to the thirtieth day of July One thousand seven hundred and seventy six also for sundry Disbursements and pay of Carpenters on Board the said vessell—

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1. Navy Board Journal, 31-32, VSL.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY [1]

[Williamsburg] Saturday August 3d 1776.

Ordered, That Commissions issue appointing Edward Travis Esquire Captain of the *Manley* Galley, John Harris first Lieutenant, and Joshua Singleton Second Lieutenant.

Also Commissions appointing Thomas Lilly Esq Captain, Thomas Herbert first Lieutenant and George Rogers second Lieutenant of the Brig *Liberty*.

Ordered That a Commission issue appointing James Quarles Gentleman, first Lieutenant of Marines under Captain [John Catesby] Cocke.

[1] McIlwaine, ed., *Journals of the Virginia Council*, I, 107.

DIXON & HUNTER'S *Virginia Gazette*, SATURDAY, AUGUST 3, 1776

Williamsburg, August 3.

We have just received at a certain port in this colony a supply of 450 barrels of gunpowder, and near 200 stand of arms.

GOVERNOR SIR BASIL KEITH TO VICE ADMIRAL CLARK GAYTON [1]

Sir Spanish Town Augt 3: 76

I met the Council this Morning, when I laid your Letter of yesterdays date before them, which gave the greatest Satisfaction to the Board, and in consideration of the protection and Assistance of those Ships & Vessels you assure us are to remain in the Ports of the Island for that purpose, and that the Stormy Season is fast advancing they have unanimously advis'd me to take the embargo off the Trade which is done, and they may consequently proceed to Great Britain as soon as you are pleased to give orders, and regulate their time of Sailing I must beg you will inform me what day the Man of War is to Sail from Port Royal and the last day of sailing from Bluefields that I may be guided accordingly

The Inhabitants of Hanover express themselves in terms of the greatest respect & Gratitude for your most ready Concurrence with me for their Assistance. I am Sir with great respect [&c.]

Basil Keith

[Endorsement by Gayton] August 3d 1776 Copy of a Letter from the Governor of the Embargo being taken off with the Thanks of the Council and the Principal Inhabitants of the Parish of Hanover for my Assistance during the late general alarm of an intend'd insurrection.

[1] PRO, Admiralty 1/240.

VALENTINE MORRIS TO VICE ADMIRAL JAMES YOUNG [1]

(Copy) St Vincent, August the 3d 1776.

Sr: Least you should not have heard it, I take this opportunity of informing you, that the day before yesterday an American Vessell mounting Twenty six Carriage Guns was at Souffnir bay in St Lucie, and in that

Bay and the Carenage were from ten to twelve other Americans, Whalers and on Traffick; the Privateer is represented as an uncommon fine Vessell, whether a consort of the one the *Shark* had her engagement with I cannot say: you Sr may rely on this information, which I could not forgive myself not forwarding to you as early as I could with any tolerable degree of safety do, and remain Sr [&c.]

Valentine Morris.

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1. PRO, Admiralty 1/309.

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4 Aug. (Sunday)

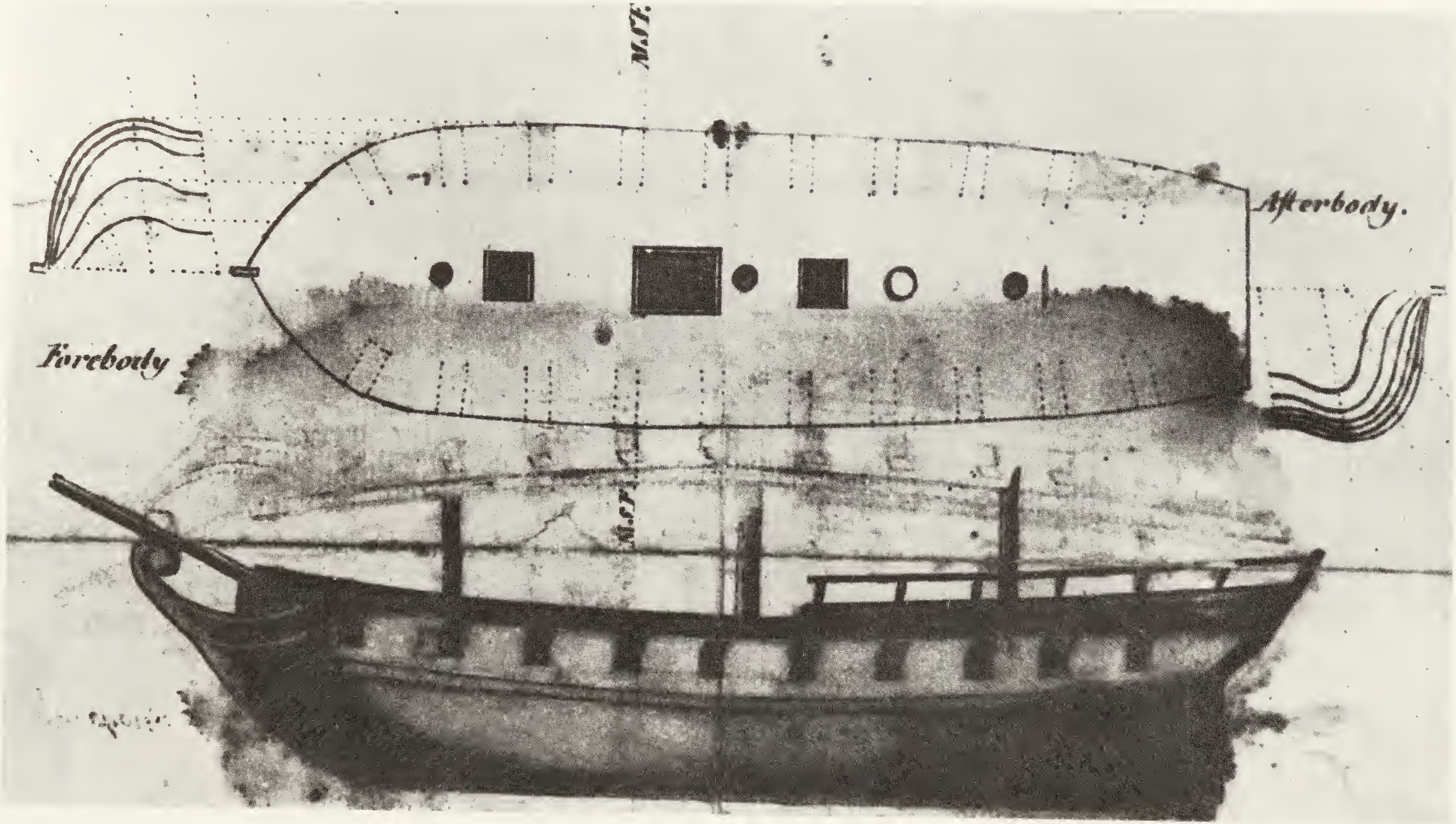
Captain Charles Douglas, R. N., to Vice Admiral Richard Lord Howe [1]

My Lord, *Isis,* Quebec, August the 4th 1776

This is conveyed by the *Pearl,* having under her Convoy, three Transports carrying round the Rebel Prisoners. And the *Tartar,* forthwith to be relieved by the *Bute* at the Isle of Bic, after ranging round a great part of the Gulph of St. Laurence, taking a State of the several Fisheries, & cruizing until the 15th of September between Cape Ray and Scatari, is to wait upon your Lordship.

Very shortly after my last was sent away, I received Information by Express from Chambly, that because of Want of density of the Ground, thro' which the Engineers were preparing a Road, the Enterprize of getting the Hulls of the three Vessels, transported overland from thence to St. Johns, would not answer: as to remedy the looseness thereof, would require more time and Labour, than the Season and several other Circumstances could admit of. General Carleton being just then returned from Montreal, and approving of the measure, all the Artificers I could muster superintended by Lieutenant [John] Schank who commands the *Canceaux,* were set to Work on the 23d Ultimo, to take down the Frame of a Ship building here—On the 26th her Stern frame, Stem, Keel, and some of her Floor Timbers went away in Long-boats for the River Sorel, and I hope are by this time at St. Johns; where Blocks were previously ordered to be laid, for her Reconstruction; her length from Stem to Stern is eighty Feet— the said long boats My Lord were willingly ceded, as may appear by the herewith inclosed, And are to be employed on Lake Champlain. I flatter myself that the Masters of the Transports, above the Rapids of Richlieu, may still (for since my last they have made Difficulties,) be prevailed upon, to follow the laudable Example Set them by their Brethren here— Who are all to depart for Spithead, the moment their men return from the Sorel.

In Consequence of the pressing Requisition of General Carleton, apprized of Mr Schank's Men instead of reserving the *Canceaux* arm'd Ship, to carry his more recent dispatches to the Eastward as was intended (keeping the *Gaspée* for that purpose) I have sent her up to the Sorel. Lieutenant Schank is to superintend the Reconstruction of the Vessel at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M.S.F.

Drawing of British Warship Used on Lake Champlain, 1776. Possibly HMS Inflexible.

St. Johns, which he saw pulled to pieces at Quebec, and to command her on the Lake, with his Officers and Men from the *Canceaux,* about forty in Number making Part of her Crew—A Frame taken down in the Sorel, & that of the *Maria* arm'd Schooner, are some time ago taken in hand – but how soon all our Force will be afloat, is impossible for me to ascertain; so much being necessary, & our Means respecting the Magnitude of the Enterprize, so scanty; & the Loss of Time in getting every thing sent so far up against predominating Westerly Winds and opposing Currents, so great; Yet I'd fain hope it might be brought to Completion, some time in September.—The Major part of the Seamen necessary for this Equipment, must be furnished by His Majesty's Ships; are to be attached to the three Vessels above alluded to; (when rebuilt,) to our flat bottom'd and the Gun-boats; And are to be commanded by Capt. [Thomas] Pringle of the *Lord Howe* – Lieut. [Joseph] Nunn has declined serving on Lake Ontario, and resumed the Command of the *Magdalen.* Mr John Stone 2d Lieutenant of the *Lizard* by my order, & Mr John Curling Mate of this His Majesty's Ship, who were to have served as Lieutenants under him, are transferred to Lake Champlain, where a good many Officers of that Rank are wanted. – All such Officers & Seamen, thus to be employed, are only lent or to be lent, from their respective Ships, until further Order: and for their Encouragment, are to have extraordinary Pay from General Carleton, equal to what they would have in their several Classes, on board His Majesty's Ships of War at Sea – Capt. Pringle & Lieut. Schank, are paid as Masters and Commanders – Warrant and petty Officers, the same Pay as in the Ships to which they belong, and each able and ordinary Seaman is to have 17s/6d P Mensem added to his Navy Wages – His Excellency wishes the *Isis,* the *Juno,* the *Blonde,* the *Triton* and *Lord Howe* to continue in this River, & in their present Stations; the *Canceaux* in the Sorel; the *Bute* at the Isle of Bic, the *Gaspée* & *Magdalen* Schooners, to be kept in readiness for carrying Dispatches as is the *Juno* for any particular Exigency—The *Triton* is returned to the Foot of the Rapids of Richlieu.

For farther particulars, I beg leave to refer You to Captain [Thomas] Wilkinson, And have the honor most respectfully to remain [&c.]

Ch^{s} Douglas

P.S. I have been under the necessity of ordering Guns, with their Carriages, proportion of Shot, Tackle, Furniture &c. to be spared from His Majesty's Ships 'till the Lake Business be over: vizt. from the *Isis,* ten twelve, & four Six Pounders. *Blonde* Six twelve Pounders. *Juno* four twelves & two Sixes. *Pearl* the same; *Triton,* four Nines and the *Lord Howe* and *Bute,* also four Nine pounders each.

1. PRO, Admiralty 1/487.

MEMORIAL OF AGREEN CRABTREE [1]

To The Honorable Council of the State of the Massachusets Bay Sitting at Watertown the 4th Augst 1776

The Memorial of Agreen Crabtree, Commander of the Schooner *Hannah & Molly*`

Humbly Sheweth –

That your Memorialist would Set forth to Your Honors that there was a Proclamation Issued out at Hallifax the 17th October 1775 to Encourage persons to take Shelter in the Province of Nova Scotia and that there are Numbers who Resort there for the Sake of their Trade, and many of Our profess'd Enemies that belong to that Government are known to be Supplying them. Your Memorialist Prays that in Case he shall find any Such in the Seas or on our Coast, He may have Your Honors particular Directions therein, and Your Memorialist as in Duty bound Shall Ever Pray &c—

Agreen Crabtree

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1. Mass. Arch., vol. 164, 45.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide,* CAPTAIN JOHN FISK [1]

Remks on Sunday 4th of August 1776

At 7 A M saw two sail gave Chaise to the Eastermost one at 10 spake her a Briggt from St Nicola mould [Mole] bound to Novascotia Sent first Leiutenant 6 men on board took the Capt Joseph dean and 6 men on board of us Gave Chaise after the Other sail the Brigt foll[ow]ing after us left the Briggt very fast at half after 11 made the other sail to the west ward pleasant weather

Lattd in 38d.55m Longd in 63d.57m

1 [P. M.] Pleasant weather in Chaise of the schooner Came up with
5 her found she was from Domin[ica] bound for halifax sent the 2 Leiutenant and 6 hands on board put A prize master & hands on board both Vessels and Ordered them both for salem [2]

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1. John Fisk Journal, AAS.
2. The brig was the *Betsey,* Joseph Dean, master; the schooner was the *Three Brothers,* David Smith, master.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence,* CAPTAIN JABEZ WHIPPLE [1]

Remarks on Sunday August th 4 1776

At 8 AM One Eight Dollar Bill Lost

a 10 Am took In the top Gaelon Sail the wind Breses Forwards the Laters part plesant A Good Ozservation

Lattd 38:55 Londgd in 63:49

The First of these 24 Hours Begins With plesent wether smuth See handed Sail Atd took In topsail and set for sail a [illegible] in Flying Jibb Reefs Ma[in]sail In foursail at PM Sot Trysail a Large [sea ahead] [2] sot Fo[re] sail at 12 Do Took in Topsail

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1. *Independence* Journal, RIHS.
2. *Ibid.,* taken from what seems to be a mate's log.

"A LETTER FROM A GENTLEMAN, WHO WAS IN THE ENGAGEMENT WITH THE MINISTERIAL PIRATES OFF TARRY-TOWN, DATED SUNDAY MORNING, AUG. 4." [1]

Sir, I have just Opportunity to inform you, that Yesterday at 1 o'Clock, P.M. the Gallies attacked the *Phoenix* and *Rose* off Tarry-Town. The *Lady Washington* fired the first Gun on our Side, in answer to one received from the *Phoenix*; this first shot from us, entered the *Phoenix*. The *Washington* Galley, on board of which the Commodore's Flag was hoisted, then came up within Grape-Shot of the Ships, and singly sustained their whole Fire for above a Quarter of an Hour before any other of our Vessels took a Shot from her (the Tide wasting them more than the Pilots expected, to the Eastern Shore, and the *Lady Washington* falling back to take her Station in the Line according to Orders.) The *Spitfire* advanced in a Line with the *Washington,* and with her behaved well. We had as hot a fire as perhaps ever was known for an Hour and an Half. The *Washington,* on which I was on board during the whole Engagement, had the Ledgings of her bow Guns knocked away, which prevented our working them, and was otherways considerably damaged, being thirteen Times hulled, had three Shot in her Waist, many of her Oars carried away, &c. The *Lady Washington,* after hulling the *Phoenix* six Times, had her bow and only Gun, a Thirty-two Pounder, on which we placed much Dependence, split seven Inches, and her Gun Tackles and Britchings carried away. The *Spitfire* was hulled several Times, and received one Shot between Wind and Water, which not being quickly discovered, occasioned her making much Water. The rest of the Gallies received considerable Damage in their Rigging, Sails and Spars. Under these Circumstances, our Commodore, Colonel Tupper, thought it prudent to give the signal for our little Fleet to withdraw, after manfully fighting a much superior Force, for two Hours.—Never did Men behave with more firm determined Spirit than our little crews; one of our Tars being mortally wounded, cried to his Messmates, "I am a dying Man, revenge my Blood, my Boys, and carry me along Side my Gun, that I may die there." – We were so preserved by a Gracious Providence, that in all our Gallies (which consisted of Six), we had but two Men killed and Fourteen wounded; two of which are thought dangerous. – We hope to have [an]other touch at these Pirates before they leave our River, which God prosper.

P.S. The following are the Particulars of the Gallies, with their killed and wounded:

The *Washington,* Capt. Hill, 4 wounded.
Whiting, M'Clave, 1 killed, 4 wounded.
Spitfire, Grimes, 1 Killed, 3 wounded.
Crane, Tincker, 1 wounded.
On board a whale boat 2 wounded.

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[1] *New-York Gazette,* August 12, 1776.

MASTER'S LOG OF H. M. BRIG *Halifax* [1]

Augst 1776	Remarks off Staten Island, New York
Sunday 4	A M Perceivd the Rebels at New York towing some Old Vessels up the No River which we Supposed were to Sink in the Channel to prevent the Passage up or down. Sent on bd the Adml to Acquaint him there with

[1] PRO, Admiralty 52/1775.

JOURNAL OF AMBROSE SERLE [1]

[On board H. M. S. *Eagle*]
Sunday, 4th [August].

In the Afternoon the *Renown* of 50 Guns and the *Flora* of 32 Guns, with 22 Sail of Convoy, came into the Harbor. We have had so many Arrivals of late, that the Rebel Commanders, we learn, give out to their People, that we send Ships down in the Night, which come up in the Course of the next Day, as a manoeuvre to intimidate them.

The Structures, which we supposed yesterday to be Fire Stages, were towed up the North River this morning; and seem to be intended for Cheveaux de Frize to block up the Passage, either to prevent the Ships, that are now above, from coming down, or our Fleet from getting up, without being raked by their Batteries. It is of a peculiar Construction; and all the Industry of malevolence, which is the most active Sort of Industry, has been used to complete it. Our People don't seem to regard it, and fancy they can easily run it down, or remove it out of their way.

[1] Tatum, ed., *Serle's Journal,* 54.

DIARY OF DR. THOMAS MOFFAT [1]

[On board H. M. Sloop *Swan*]

Sunday Agust 4th Thermometer 68. noon 74 P M the *Renown Flora* and a Transport Ship and Brigantine with a Prize Sloop from Hamburgh passd up to the Fleet and the *Niger* came to Anchor at the Hook.

[1] Thomas Moffat's Diary, LC.

DIARY OF CHRISTOPHER MARSHALL [1]

[Philadelphia] 4th Augst 1776

. . . wrote 2 passes . . . one to James M'Cluer Liuetenant Marines Ship *Randolph,* to the Camp.[2]

[1] Diary of Christopher Marshall, HSP.

[2] James McClure was commissioned a Marine second lieutenant on June 25, 1776. Ford, ed., *JCC,* V, 478. The above entry is the only evidence that he was assigned to the *Randolph.* His Marine service seems to have ended with his departure for camp. McClure, on January 1, 1777, was commissioned a captain-lieutenant in the 2d Regiment of Philadelphia Artillery, Hazard, *et al.,* eds. *Pennsylvania Archives,* 5th series, III, 1030.

LORD DUNMORE TO LORD GEORGE GERMAIN [1]

[Ship *Dunmore* in Potomac River,
Virginia], 4th of August –

Seeing a Tender of Captn Hamonds (that he had sent to Sir Peter Parker) coming up I would not close my letter till I saw Mr [Richard] Whitworth, who commands her, and I am extremley sorry to find that No 4 contains but too true an Account of our loss before Charles Town. I have letters from Sir Peter [Parker] and General Clinton, both informing me that it is perfectly out of their Power to give me any sort of assistance, which will render my Situation (if possible) more intollerable than it has been for these fourteen Months past, that I have been constantly pened up in a Ship hardly with the common Necessaries of life, but what makes it now a thousand times worse, in that I am left without even the hope of being able to render His Majesty the smallest Service, this I must say is truely discouraging, and leaves me in the utmost difficulty to determine what to do; my utmost desire is (when I do resolve) that I may do what may be most agreeable to His Majestys wishes and the best for His Service. Mr Simenton, the bearer of this, or Governor Eden, who accompanies him, will be able to inform your Lordship particularly, of the forlorn State in which they have left us; and I have the Honor to be, My Lord [&c.]

Dunmore

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[1] PRO, Colonial Office, 5/1353. Continuation of July 31 letter.

VICE ADMIRAL JAMES YOUNG TO COUNT D'ARGOUT [1]

English Harbour, Antigua,
4th August, 1776

Sir

Captain Chapman of His Brittannic Majesty's Ship the *Shark* has transmitted me an Account of His being attacked off St Pierres road, Martinique, by an American Pirate, called the *Reprisal,* carrying 120 Men, and 18 Six pound Guns; which He would have taken, had She not been protected by the Forts, and received into the Road of St Pierre. Captain Chapman acquaints me he desisted from Engageing the Pirate, as soon as the Fort at St Pierre's by firing at him, had Signified they deemed the Vessel under their protection, as He supposed they believed her to be only an American trading Vessel comeing into their Road; however afterwards when Captain Chapman followed her into St Pierre's Bay, and acquainted Your Excellency, with the particulars of his Engagement; and desired your permission to Seize and take possession of her as an American Pirate; who could carry no Kings Commission, nor be Armed by any lawful Authority to Wage War; I am certainly very much Surprized to find you should hesitate or make any difficulty to permit him to do so. Surely, your Excellency cannot intend to Open the Ports of His Most Christian Majesty and give an open and avowed protection to Ships Armed for Offensive War, by His Brittannic Majesty's Rebellious Subjects in America, who are professedly sent into these Seas to Cruize & Annoy, and take the

Vessels and property of the King of Great Britains Faithful and Peaceable Subjects. After this Explanation, I cannot suppose your Excellency will any longer protect the Pirate abovenamed; and I have sent Captain [Thomas] Eastwood of His Brittannic Majesty's Ship of War the *Pomona,* to Demand in the Name of the King of Great Britain (my Master); the delivery of said American Vessel, her Men, Arms &c., that I may bring them to tryal for the Offences Committed by them contrary to the general Law of Nations, and their Duty as Subjects.—

Since I have had the honour to Command the British Squadron in these Seas, I have endeavoured all that lay in me, to Cultivate friendship, and good faith, with His Most Christian Majesty's Governors at all his different possessions in these Seas, as likewise with those of other European Powers in Amity with Great Britain and whenever during the present trouble, any mistakes may have happened, have readily entered into proper Explanations concerning them, and if I thought the Officers, under my Command, at any time wrong, I have blamed, and Reprimanded them for such Conduct, and given all due Satisfaction in my power; after such friendly behaviour, and inclination in me towards the Allies of Great Britain, I could not but expect an equal return, and confess the greatness of my Disappointment to find so gross an Insult now offered to the British Flag, through your Excellency's Acquiescence— Whilst the American Vessels came into these Seas unarmed, ('tho the Traffick they were employed in, was often very pernicious and dangerous,) I did not in any instance, suffer the Ships under my Command, to attack them within the limits of any Port in Amity with Great Britain; however I presume your Excellency, as well as I do will readily draw the Line of distinction, between Vessels Manned and Armed for Offensive War, and Trading Vessels, and that the Neutrality and protection which was afforded and claimed by the latter, cannot be given the former, but they must be treated by all Powers in Amity with Great Britain as Pirates.— I wish to receive you[r] Excellency's answer, and a clear explicit explanation of your Sentiments on this Subject; by which my future Conduct must be regulated, and that I may likewise transmit the same to the Court of London, by a Ship of War I shall send to England, immediately on Captain Eastwoods return: I have the honour to be Your Excellency's [&c.]

[James Young]

P.S. I must entreat your Excellency will signify your determination about giving up the American Vessel to Captain Eastwood; that He may be enabled to Act in that matter agreeable to Commands he has received from me.

[Copy]

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1. PRO, Admiralty 1/309.

VICE ADMIRAL JAMES YOUNG TO CAPTAIN THOMAS EASTWOOD, H. M. SLOOP *Pomona* [1]

(Copy)
Secret Orders

In case the American Vessel [*Reprisal*] you are directed, by my Order of this date, to Demand the delivery of, from the Governor of Martinico, is still remaining in that Bay; You are to Anchor in the *Pomona* as near to her as you can; and constantly to watch her motions; and be ready to Slip and follow her in case She should attempt to get away from thence before you receive the Governor's Answer, You are in that case to follow her (notwithstanding the Forts may fire to prevent your doing so) until you get beyond the Limits of the Port, and then attack, and use your utmost endeavours to take, burn, sink, or otherways destroy said American Vessel. Should you Succeed in your Endeavours to take her you are not to return back to St Pierres but bring her forthwith to me.— However should the Compte D'argout agree to give up the Vessel, her Arms, Tackle, Furniture &c. to you, but Object to Giving up the Company of said Vessel to be tryed by the Laws against Pirates; You are in that case to accept the Vessel, her Arms, Tackle, Furniture &c, and Suffer the People to go on shore, bringing away the Vessel as directed in your other publick order of this date. – During your Stay in St Pierres Bay you are to use your best Endeavours to get the best Intelligence you can, concerning the American Vessels, and the Trade now carried on by them, and report the same to me at your return, but you are to be careful to make these Enquiries with privacy and delicacy so as to give no publick offence to the French Government; for which this shall be your Order.[2]

Given under my Hand onboard
the *Portland* in English harbour
Antigua the 4th August 1776.

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1. PRO, Admiralty 1/309.
2. *Ibid.*, Young directed Captain Eastwood to make his request for the *Reprisal* "with firmness, tho in such decent terms as cannot be deemed affrontive."

MASTER'S LOG OF H. M. SLOOP *Hawke* [1]

August [17]76 At Anchor in Prince Rupert Bay Dominica Custom house NE 2 Miles

Saturdy 3d at 7 weighed & Stood out of the bay Under Single Reefd TSls Standing to the SoWd after the *Seaford* Made a Shortend Sail Occasionally
First & latter Parts fresh Gales & Cloudy Middle fresh Gales & Squally with Constant Rain Attended with Thunder & lightning at Noon Standing for Martinico the *Seaford* in sight at 3 PM spoke a french Ship from St Piers to Marsails at 5 Spoke the *Seaford* brot too hoisted out a boat & sent the Captain on Shore Ship Plying in for St

Piers & the *Seaford* stood to the No Wd to speak a sail ½ past saw the *Seaford* fire at a brigg in Shore on which the Batterys fird 6 Shoats at the *Seaford* at 8 the Captain Returned on bd Hoisted in the boat & Plyd off & on till 4 in the

Sunday 4th Morning then brot too at 7 saw the *Seaford* to Leeward bore Down & spoke her Hoisted out the boat & sent on board her ½ past she Returnd Hoisted in Do Made Sail & parted Company with the *Seaford*

1. PRO, Admiralty 52/1780.

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5 Aug.

CAPTAIN CHARLES DOUGLAS, R.N., TO VICE ADMIRAL RICHARD LORD HOWE [1]

(Copy) [*Isis,* Quebec] August the 5th

An Account from St: Johns just received, gives me reason to believe, that the Frame which was building in the Sorel, & which I (with General Carleton's Approbation) ordered to be taken down, before I left Chambly, will be ready for Launching about the 16th and the *Maria* about the 30th of this Month – the Lieutenants Butler & Starke [2] (such by my Order only) superintend their Reconstruction – Captain [Thomas] Pringle's Command, My Lord, on Lake Champlain will be very extensive, & I dare assure myself, his Execution of the important Duties thereof, will justify my having appointed him thereto; As also General Carleton having sollicited, my so doing: And I'd fain hope recommend him to such advanced Rank, as your Lordship only can bestow.

It has been represented to me, since the foregoing was written, that there is an additional Number of prisoners, (hourly expected down the river) to be sent away, I have added the *John & Christopher* to the three other Transports.

As many of the Transports are immediately to sail, I confine the *Tartar*'s Cruize between Cape North & Cape Ray, until the 15th of next Month, & shall send Orders to Captn [Thomas] Mackenzie of the *Lizard* at St. John's, to take a State of the Fisheries for your Lordship. Tho' our preparations for Lake Champlain, will at any rate be late, seeing many things have been in a Manner to create, yet if the hourly expected Victuallers do not arrive, I most fear Delay from a want of salted Provisions for the Army, on their leaving this Country – We are able to supply all the Seamen to be employed on the Lake, either belonging to His Majesty's Ships, or others, being in number about three hundred; but out of our Stock of four Months victualling sent out under the *Tartar*'s Convoy, and the Remains of what We brought with Us (comparatively little) We can do hardly any thing at all for the Troops.

[1] PRO, Admiralty 1/487. Continuation of August 4 letter.

[2] Lieutenant John Starke, of the *Maria,* wrote, of this period:

> The *Maria* was the only Vessel on the establishment of the Navy ordered for this

Service, the rest being Provincial Vessels—Lieut Starke had her taken to pieces, and carried over land, the distance of twelve Miles, together with her Masts, rigging, Guns, Stores &c and had her rebuilt, and again equipped for Service, in a short time. He also exerted himself with zeal, in the carrying over the other vessels and craft intended for the expedition on the Lake, and in the equipment of them. These services were beyond the usual course of his duty as an officer serving under a Commission from the Admiralty, whose authority does not extend to the Lake; but the advantage and even the necessity of His Majesty's Service required them—His indefatiguable diligence and activity upon this occasion, and also his knowledge in various branches of the Mathematics, displayed in constructing Machines, and in applying the various mechanic powers, necessary for transporting the Vessels and craft from the foot of the Rapids of Chambly to St John's, have been mentioned much to his credit by the officers who were present, particularly by Sir Charles Douglas the commanding Naval Officer, who directed and superintended these operations; and for which, he had the honour to receive the thanks of Sir Guy Carleton the Commander in Chief, given out in Public Orders.

This very extraordinary and singular piece of Service, which can scarcely be paralelled in any age or country, of carrying twelve Miles over land, and dragging up the rapid and shallow stream of the River Sorell, a number of Vessels of various sizes and constructions to form a great Naval Armament, was carried into execution and completed with great exertions of ingenuity and labour, in the space of three months.

"The case of Lieutenant John Starke of His Majesty's Navy, together with a Short Sketch of the Operations of the War in Canada, in which he was employed, during the years 1775, 1776 and 1777," NMM, Ms. 49/129. Hereafter cited as Lieutenant Starke's Narrative, NMM.

MASTER'S LOG OF H. M. ARMED VESSEL *Canceaux* [1]

August 1776 Anchord abreast of Deschembeaux Point [St. Lawrence River] –

Monday 5 At 4 A M the Capt set out for St Johns – [2]

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[1] PRO, Admiralty, 52/1638.

[2] Lieutenant John Schank had been detached to take command of one of the British vessels outfitting for service on Lake Champlain.

JOHN LANGDON TO WILLIAM WHIPPLE [1]

[Extract] Portsmouth 5th August 1776

My Friend – Your favo'r of the 22d ult is now before me, in which you mention the number of Men, that are to be allowed each Ship, and that they must be shipped for One Year, or more, this is the very first of my knowing these two matters – I am very impatient to know my Department as we may Expect some prizes bro't in by the Schooners, every Day, in that Case I should not be able to Act. if there is only to be one Agent let me Know it, & also inform General Washington, that Orders may be given to those Armed Vessels employed by the Continent, to call on me for Supplies, and deliver Prizes &c. I understand that Captain Bradford the Agent for Prizes for Massachusetts has the direction of those Armed Vessells. I hope it is only meant while in that Coloney. when they are in this Colony, I hope the Agent here, will have as much Power as the Massachusetts this you'll look into, as I think there are some Schemes on foot to keep every thing in their own hands, by no means let the Agent of any Colony have it in their power to order Continental Vessels to Cruize where he pleases, and to bring the prizes into his own Colony when other Harbours are more handy, pray dont fail to see this matter done immediately that there might not be any interference of Agents it is very Odd that the President does not Signify to me my Appointment, and what I am to do, all this time I am Agent and other People doing the Business, I mean of what comes in now since my Appointment, it is not so when any one appointed for the other Colony –

You say you tho't I had ample power, to fit the Ship for Sea I tho't the [Marine] Committee meant so, but it was impossible for me to prevail on them to say so, and therefore could not Act upon Uncertainties – It is very unaccountable that Governor [Stephen] Hopkins will say the Ships at Providence are as foward as this, when he has not seen neither. I have myself seen both, and when its certain we have waited since first of June for Guns to go on withall and those at Providence not a Mast made, or Tops, and the Ships tho' Launched not more than three Quarters or two thirds done at this time now these things are fact, for which you have my word, which I hope is equal to Mr. Hopkins's, and if that will not do, can produce Thousands of Witnesses, by our not having the first Guns, and proper attention paid our Ship the Continent have lost full as much as would pay for the whole 13 Sail, however things will go on Just so, it is hard that we can't have Orders for some of them Carbines which were taken for our Marines they are the proper Guns, only 100 would do very well, I suppose the Ship to find all Arms of all sort . . .

Pray what Wages had the Master builders at Phila who built the Ships P Day? am glad the Officers are appointed agreeable to Memo—as some of them have been Employed on board . . .

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

John Langdon to Josiah Bartlett [1]

[Extract] Portsmouth 5th Augt 1776

. . . I am at a loss for words to Express my feelings on the good News from the Southward [Charleston] they behave most manfully, the Regulars poor Devils How an Admiral or a General looks with his Breetches shot away it would been happy if they had lost what was in them. . . .[2] We have Just got glorious News from the Eastward, one of our Privateers has taken Six prizes West India Men, one of which is Capt Lear of this Place, who owns his Ship himself, tho' she is made over to Lane & Co for Security against British Ships only, pray you and Brother Whipple, ask about that matter, there can be no doubt but the Ship & his Adventure is Lears, and never in the Hands of our Enemies, they are all Loaden with Sugar & Rum &c taken by one Privateer from Salem to the Southwd of Bermudas, and Eastward the British Ships and Cargoes will be Condemned and the Cargo of Lear but it will be hard to have him loose his Ship as he is worked hard for it and is a staunch Friend to his Country – [3]

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1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. Commodore Sir Peter Parker had his trousers shot away during the action at Charleston.
3. The prizes were taken by Captain Joseph White, in the Massachusetts privateer sloop *Revenge*. See *The Freeman's Journal*, August 3, 1776. Captain Lear was the father of Tobias Lear, who became Washington's secretary after the war.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK [1]

Remks on Munday 5th of August 1776

4 [A. M.] Stood to the Southward
12 Ends pleasant weather
Lattd in 38d.5m Longd in 64d.23m
Squally weather and rainy at 1 P M saw a sail to the southward gave Chaise at 7 spake with her the Briggn *Salley* from Rode Island for Suranam Jno Tower Master

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[1] John Fisk Journal, AAS.

JOURNAL OF THE MASSACHUSETTS COUNCIL [1]

[Watertown] Monday August 5th 1776

On a Certificate, from Henry Gardner Esqr it appearing that Agreen Crabtree, Commandr of the Armed Schooner, *Hannah & Molly* had given Bonds Agreeable to the Resolves of the General Court, his Commission as Commander of said Schooner was delivered to him as Also his Instructions –

The Petition of Benjamin Goodhue & Miles Greenwood both of Salem, Humbly Sheweth –

That your Petitioners in Company with several other persons are fitting out a Privateer Schooner of War call'd the *True American,* to be Mounted with Ten Carriage Guns, and to be Navigated with Eighty Men And whereof Daniel Hathorne is intended to be Captain – Your Petitioners Humble Prayer therefore is that the said Daniel Hathorne may be Comissionated as Captain of the said Privateer Schooner of War; and your petitioners as in duty bound Shall ever pray &c &c –

Read & Ordered, that a Commission be issued to the Above named Daniel Hathorn as Commander of the Schooner *True American,* on his giving Bonds Agreeable to the Resolves of Congress – [2]

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[1] Mass. Arch., vol. 19, 146, 147.

[2] *Ibid.,* vol. 7, 243, Continental Bond, $5,000, was given this date.

DAVID COBB TO ROBERT TREAT PAINE [1]

[Extract] Boston Augt 5th 1776

My Dear Sir I[t] wou'd give me great pleasure & satisfaction to have a line now & then from Philadelphia so that I might peep into the Secrets & Mysteries of the Grand Book of Temporal Fate; but if I do not, my Weekly Journal will go on, such as it is, 'till eternal fate, prevents it.

Monday 29th Benja Davis & others that were taken yesterday, landed at the Long Wharf from Marblehead & from thence conducted to the prison; they have a number of Women with 'em. – the Cargo of the Ship consist of £15,00 Sterling in Cash, a quantity of English Goods, 200 Tierces of Beef &c [2]

Tuesday 30th Nothing. –

Wednesday 31st A Schooner was bro't into this port today, taken by two Whalemen; she is from Jamaica to Liverpool, Nova Scotia, Laiden with Rum & Salt; she is said to be own'd by Derby of Salem & sail'd from thence above a year ago, when the Capt had orders to make her Jamaica property; since which he has been Trading from Jamaica to Nova Scotia – her Condemnation is uncertain.[3] – the Tory Ship came from Marblehead to this port to day –

Thursday, Augst 1st A General Fast. – no particular occurrance –

Fryday 2d A Large Jamaica Ship is arriv'd at Townsend at the Eastward, sent in by one of our Privateers [4]

Saturday 3d The *Juliana* a Jamaica prize Ship, was tri'd at Salem yesterday, when the Mate claim'd $\frac{1}{8}$ of the Ship & some of her Cargo, as being Jamaica property; the evidence was so clear, that the Jury were oblig'd to acquit the part claim'd. – it gives some uneasiness. – but I am just inform'd that the Congress have allow'd the seizure of all West India property, exceept Bermudas & the Bahamas, which I rejoice at – [5]

Sunday 4th Capt [Joseph] White of Darby's Privateer has arriv'd at Casco Bay with two very large Jamaica Ships, having taken on this Cruize no less than 4 or 5 of sd Ships – what grand fortunes will soon be amass'd.[6] . . .

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1. Robert Treat Paine Papers, MassHS.
2. The ship *Peggy,* from Nova Scotia for New York, taken July 27 by Washington's schooners *Hancock* and *Franklin.*
3. Probably the schooner *Patty,* taken east of Mount Desert and libeled against August 15, 1776. *New-England Chronicle,* August 15, 1776.
4. The ship *Anna Maria,* taken by Captain Joseph White in the Massachusetts privateer sloop *Revenge.*
5. The *Lady Juliana,* taken by Captain John Adams in the Pennsylvania privateer sloop *Chance.* Cobb refers to the Congressional resolve (July 24) to no longer respect British West India property. Ford, ed., *JCC,* V, 606.
6. Captain White commanded the Massachusetts privateer sloop *Revenge.* She was the property of Joseph Lee, Miles Greenwood and others, rather than Richard Derby. Lee was a resident of Beverly; Greenwood, of Salem, Mass. Arch., vol. 6, 339.

JOHN BRADFORD TO JOHN HANCOCK [1]

Dear Sir Boston 5th Augst 1776

I have the Honour to inclose You an Ac/ct of the Ship *peggy*'s Cargo, as it stands in her Clearance from Hallifax, I have not yet begun to unload her being all the last week at Salem Attending the trial of the scotch Vessells which are Apportion'd as follows vizt $\frac{9}{16}$ of the ship *Lord How*[*e*] to the Schooners $\frac{4}{16}$ to the Connecticut Brig $\frac{3}{16}$ to this Colony Sloop. $\frac{11}{16}$ of the Brig *Annabella* and the ship *George* to the Schooners $\frac{5}{16}$ to the Brig [2]

The principal part of the Cargo's of the Scotch vessells being sent to [New] york, and as it will be some time Ere any moneys will be Recd for any of the vessells wch are in my hands and my not being Able to git any from the late Agents, Occasions a great want of money. I flatter my self some way may be found out to Supply me, it gives me pain to be thus troublesome Sir but if the intercourse was not shut up between philada & here, I shou'd be able to get supplies the Brig *Dispatch*s Cargo Amounts to near 10,000 Dollars, and her out fit is very Considerable, and I've paid of three portlidge Bills one of wch had run Six months, besides a great sum I've been Oblig'd to advance for the schooners. which are very Expensive; I hope Mr Morris will send my dispatches forward for the Brig, as she has been Ready for the Sea five weeks, with fish a perishable, and Oil a wasting Article on board.[3]

I cant yet Obtain any Accounts from the Late Agents But they tell me they have Ballances due to them. I shou'd feel happy to Receive my Commission, as it woud give me a Sanction with the Late Agents, which at present they are unwilling to allow me, its marvelous to me that [Jonathan] Glover & Bartlet [William Bartlett] shou'd not have money's in their hands belonging to the Continent as they've had so many valuable prizes. I shall not add but present You my most Respectfull Salutations praying for a Continuance of your health, that your importance in the States of America, may be continued till she becomes very Respectable among the Nations of the Earth I am Dear Sir [&c.]

Jn Bradford.

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1. Walter Fuller Don Collection, SI.
2. Five of Washington's armed schooners, the Connecticut state brig *Defence,* and the Massachusetts state sloop *Tyrannicide* shared in the proceeds.
3. The brig *Dispatch,* formerly the prize *Little Hannah* taken by John Manley in Washington's armed schooner *Lee* on December 8, 1775, was purchased by Bradford at the end of May. He acted on orders from Robert Morris who planned to send dispatches by her to France, and to put on board a certain John Philip Merkle who was to sell the *Dispatch's* cargo and invest the proceeds in munitions.

ADVERTISEMENT OF SALE OF THE CARGO OF PRIZE SHIP *Lady Juliana* [1]

On Wednesday, 7th of August at ten in the morning, will begin the sale of the cargo of the prize ship *Lady Juliana,* from Jamaica, now lying at the Hon. John Hancock, Esqrs Wharf,

consisting of

315 hogsheads and 57 tierces of choice sugars, 94 puncheons and hogsheads of rum. 180 bags and 14 casks of piemento, 390 bags of ginger, 19 tons of dying wood 568 Jamaica hides, very large, 63 planks of Mohogany, 19 Tons o' Fustick, 25 tierces Spanish cocoa, 1 cask tortoise shell, 1 hogshead of old copper, brass and pewter, 17 elephants teeth

Conditions of Sale

1. That every bidder shall advance 5 per cent on every bid, and the highest to be the purchaser.

2. That every purchaser shall pay down as earnest money 10 per cent, and the remainder in three days after the purchase, on forfeiture of the advance money.

3. If any dispute arises between two or more bidders, the article in dispute shall be put up again.

J. Russell, Auctioneer.

[1] *Boston Gazette,* August 5, 1776. The sale was not completed on that day, and the *New-England Chronicle* for August 8 advertised: "To-morrow Morning, at Eleven o'Clock, Will be continued the Sale of the Cargo of the *Lady Juliana,* at Hancock's Wharf, J. Russell, Auctioneer." The *Chronicle,* August 15, announced that *Lady Juliana,* "an excellent Ship and well found," would be sold the next day.

CAPTAIN ABRAHAM WHIPPLE TO NICHOLAS BROWN & CO.[1]

Gentlemen Cranstown August. 5. 1776 –

In my first Vige in your Sloop *George* to Barbados and Martnico the Harbour-Master att. Martnico Gave me the Two Guns that Stands by Mr Nicholas Browns & John Browns hous which att the time theay was Sot there I Lent them to you to Stand thare While the Next War Which has Now Cominsed the 4 July thare foare I Desiare that you Would Dilver the Guns or pay me the price that theay may Valued at by Indefrant men I Licke wise Lent Nicholas Brown & Company one pare of Swivel Guns When Comdoar Hopkins Was A Going to Gunia In the Briggt *Salley* Which you Never Returned to Me Which I Desiare that you will pay the price of New pare Reday Swivld or Return me the Guns As you Know I want the Value of them from Yours att Comand.

Abraham Whipple

N B – Settle it With Mrs Whipple [2]

[1] Nicholas Brown Papers, JCBL.

[2] *Ibid.,* Whipple wrote again the same day asking the Browns to settle with Captain William Wall. This letter contains the following endorsement: "Memodm Brother Jno Brown bot & paid for the 2 Guns to Capt Whipple @ 50 Dols for the two & I paid John my half wch he Indost with a pencil on Sd Recpt Novr. 1776. Test Nich^{s} Brown."

Newport Mercury, MONDAY, AUGUST 5, 1776

Newport, August 5.

Last Friday se'nnight a sloop from Bermuda arrived at Nantucket, who the day before, to the southward of that island, saw 53 sail of square rigged vessels, standing to the westward; which 'tis likely, are part of the Hessian fleet.

Last Wednesday arrived at New-London, the sloop *Betsey,* Capt. Benjamin Bigelow, in 15 days from St. Eustatia, with a large quantity of duck, 6 tons of powder, some small arms, &c. Mr. William Turner, of this island, came passenger in the above vessel, and informs that a large number of troops have lately arrived at Martinica and 9000 at Porterica.

Last Monday morning two brigs went up the east side of the island; one of which is an Antiguaman, loaded with sugar, rum and cotton, sent in by the privateer *Diamond,* Capt. Chase, but had been taken before by Capt Newman, of Philadelphia, and was taken again by Capt. Chase, because she had no copy of Capt. Newman's commission on board: [1] – The other brig is a whaleman, which is released.

[1] The brigantine *Mary.* She was condemned as a prize in favor of Captain Newman, September, 2, 1776. Admiralty Papers, vol. 9, 1776, R. I. Arch.

CAPTAIN JAMES WILKINSON TO CAPTAIN RICHARD VARICK, ALBANY [1]

[Extract]

let me inform you my Dear Sir that Genl Arnolds Character has been here traduced lately in the most villainous assasign like manner, and I understand the aspersions prevail with you. allow me then to obey the Dictates of justice, by asserting that I have been a spectator of His Conduct in the Hour of Danger, in the Moment of Gay Security have observed His exertions where the public Interest was concerned & have always found Him, the intrepid, generous friendly, upright Honest Man—is it for Men, who cant boast more than an easy enjoyment of the Continental Provision, to blast the Reputation of Him, who having encountered the greatest perils, surmounted extremest hardships, fought and bled in a Cause which they have only encumbered? No forbid it Honor, forbid it Justice – these are effusions of a Heart actuated by no partial Tie or prejudiced View. –

We have an Acct from Canada (which wants confirmation) that the Enemy had left St Johns with their Artillery, all to two hundred Men who remain in the Garrison, and this in consequence of the Arrival of a French Fleet – whether this is a Fact, whether it is meant only as a Decoy or whether they have drawn their Force from this, in order to penetrate the Country in a different Quarter is the Question. We understand that in attempting to bring several Vessels into the Lake from Chamblee the Carriages failed and they were destroyed – that they had continued their old mode of Tyranny in such a Degree as again to establish the Canadians Our Friends, and that the foreigners deserted in great Numbers to the back settlements or Country.

Our Navy are in great forwardness but I seriously believe we shall have no other use for them than to transport our Army into Canada. –

Mount Pleasant on Mount Independence
5th August 1776

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[1] Andre de Coppet Autograph Collection, PUL.

GEORGE WASHINGTON TO JOHN HANCOCK [1]

[Extract] New York, August 5, 1776.

The inclosed copy of a Letter from Col: [Benjamin] Tupper, who had the General Command of the Gallies here, will inform Congress of the Engagement between them and the Ships of War up the North river on Saturday Evening and of the Damage we sustained; what injury was done to the Ships I cannot ascertain. It is said they were hulled several times by our Shot. All accounts agree, that our Officers and Men, during the whole of the Affair, behaved with great Spirit and bravery; the damage done to the Gallies shews beyond question, that they had a warm time of it, the Ships still remain up the river and before any-thing further can be attempted against them, should it be thought advisable, the Gallies must be repaired. . . .

By a Letter from General Ward of the 29th. Ulto, he informs me, that two of our armed Vessels the day before had brought into Marblehead, a Ship bound from Halifax to Staten Island, she had in about 1509 £ Cost of British Goods, besides a good many belonging to Tories. A Hallifax paper found on board her, I have inclosed, as also an Account sent me by Mr. [Ebenezer] Hazard transmitted him by some of his Friends, as given by the Tories taken in her; their Intelligence I dare say is true, respecting the arrival of part of the Hessian Troops. General Ward in his Letter mentions the day this prize was taken, Capt. [William] Burke, in another of our Armed Vessels had an engagement with a Ship and a Schooner which he thought were Transports and would have taken them, had it not been for an unlucky accident in having his Quarter Deck blown up. Two of his men were killed and several more were wounded.[2]

The Hulks and three Cheveaux de frieze that have been preparing to obstruct the Channel, have got up to the place they are intended for, and will be sunk as soon as possible.

1. John C. Fitzpatrick, ed., *The Writings of George Washington* (Washington, 1931–1944), V, 370–72. Hereafter cited as Fitzpatrick, ed., *Writings of Washington*.
2. The ship *Peggy,* taken by Washington's armed schooners *Hancock* and *Franklin.* Captain Burke commanded Washington's schooner *Warren.*

GEORGE WASHINGTON TO JOHN BRADFORD [1]

Sir Head Quarters N Yk. 5th Augt 1776

Yours of the 29th Ulto is duly Received; for the future I must desire all Warlike Stores & Necessaries for an Army, taken by the Armed Vessels in Public Service, may be safely Stored, under care of the Different Agents 'till they receive Orders from proper Authority. you will please to enjoin it upon the different Commanders of the Continental Cruisers, to be particularly careful no Embezelment is made by their Crew or others. – I am sir your [&c.]

G. Washington

To Mr John Bradford one of the Continental
Agents at Boston

1. Washington Papers, LC.

GENERAL ORDERS OF VICE ADMIRAL RICHARD LORD HOWE [1]

Memo/ [H.M.S. *Eagle*] August 5th. 1776

The Captains & Commanders of His Majs Ships & Vessels of War in this Port, are respectively to keep their Provisions & Water compleated to a Proportion for three Months unless they are otherwise, particularly directed / & to hold their Ships in Constant readiness for Sea. –

1. Order Book of Captain William Cornwallis, R. N., NYHS.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Monday, August 5, 1776

The Board of War brought in a report, which was taken into consideration: Whereupon,

Resolved, That the commanders of all ships of war and armed vessels in the service of these states, or any of them, and all letters of marque and privateers, be permitted to inlist into service on board the said ships and vessels, any seamen who may be taken on board any of the ships or vessels of our enemies, and that no such seamen be entitled to receive the wages due to them out of the said prizes, but such as will so inlist, and that all other seamen, so taken, be held as prisoners of war, and exchanged for others taken by the enemy, whether on board of vessels of war or merchantmen, as there may be opportunity:

A petition from Esek Hopkins, commander in chief of the continental fleet, was presented to Congress, and read; setting forth, that "he has been informed that certain complaints, interrogatories and report, charging him with sundry crimes and misdemeanors, had been exhibited to the honorable Congress; the purport of which complaints, &c. he is ignorant of; and praying that he may be furnished with copies thereof, and of all other proceedings against him, which are now before this honorable body; and that time may be allowed him to prepare for, and a day assigned for, his being heard before Congress in his own defence."

Resolved, That the prayer of the petition be granted, and that Friday next be appointed for hearing Commodore Hopkins.[2]

Resolved, That the Marine Committee be directed to order the ships and armed vessels, belonging to the continent, out on such cruizes as they shall think proper.

Resolved, That Monday next be assigned for hearing and determining the Appeal against the verdict and sentence passed on the schooner *Thistle.*

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[1] Ford, ed., *JCC,* V, 630, 631.

[2] *Ibid.*, 641, on Friday, August 9, the hearing was "postponed to Monday next, at 11 o'clock, and that Captain [John Paul] Jones be directed to attend."

JOSIAH BARTLETT TO JOHN LANGDON[1]

[Extract] Philadelphia August 5th 1776

Sir, Since my last, a vessel fitted out by the Secret Committee has arrived here from Marseilles in France which place she left the 8th of June. She has brought for the use of the American States 1000 good muskets, about ten tons of powder and about 40 tons of lead &c &c. – A small privateer from this City called the *Congress* has taken a vessel bound from the West Indies to Halifax and sent her safe into port beside a cargo of West India goods – there was found on board 1078 Joes – 672 guineas and some other gold coin.[2] – Capt Barry in the *Lexington,* one of the Continental vessels has taken and sent in here a privateer of six carriage guns commanded by another of them infamous Goodrichs of Virginia.[3] – Capt Weeks [Lambert Wickes] in the *Reprisal* another Continental vessel has taken and sent in a sloop bound from the West Indies to Liverpool – he has also taken a ship from Grenada to London which is not yet arrived – both loaded with West India goods[4] . . . Your [&c.]

P.S. Josiah Bartlett

August 6 yesterday arrived here two prizes taken by Capt Weeks – one the ship before mentioned, having on board it is said 500 hogsheads of sugar – the other a brig bound from the West Indies to Ireland taken since the ship and sloop – the particulars of her cargo I have not heard.[5] This is the best way of supplying ourselves with necessaries since Britain will not suffer us to procure them by trade and I expect another year we shall be well supplied this way – Yours &c J.B.

1. William Whipple Papers, Force Transcripts, LC.
2. The ship *Juno* was bound to Bristol; not to Halifax. She was taken jointly by the Pennsylvania privateer sloops *Congress* and *Chance*.
3. The sloop *Lady Susan,* William Goodrich, commander.
4. Wickes's first two prizes were the schooner *Peter* and the ship *Friendship*.
5. The brig *Neptune* with a cargo of rum.

JOURNAL OF THE PENNSYLVANIA COUNCIL OF SAFETY [1]

In Council of Safety,
[Philadelphia] August 5th, 1776.

By order of the Board, Ab'm Mason was directed to deliver to Tho's Hazlewood as much old Sail Cloth as he may want to Cover Fire Rafts.

1. *Pennsylvania Colonial Records,* X, 668.

ROBERT SMITH TO THE PENNSYLVANIA COUNCIL OF SAFETY [1]

Gentlemen,

I am now ready to raise a Number of frames, But the depth of water oposite to where we have framed them, is not sufficient to bear them off, we must go lower down. The water there is deeper, but we have not room enough on the Beach to raise them, I wo'd therefore propose that a Number of Labourers should be set to work at a gully that has been made in the Bank by the rains that has fallen from time to time, to enlarge this gap, that we may have room to lay the floors at a sufficient distance from the water, till we can erect the upper works in order to add weight that the tide may not Carry them off before we have finished the frame.

Mr Hicks tells me that he cannot employ the Labourers under his care at the fort, before they are discharged. Supose you should order him to set twenty-five or thirty of those People on this service, and put him in a way how they are to be vituald; there is Lodging ready near the place for 312 men, there they may sleep. I Beg, Gentlemen, that this may be attended to, otherways I shall be hindered much, and the public business will lag behind. I am, Gentlemen, [&c.]

Robt. Smith.

Bellengsport, August 5th, 1776.
Directed. To the Committee of Safety, Present.[2]

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[1] *Pennsylvania Archives,* 1st series, V, 8.

[2] Smith was not aware that the Committee of Safety had been succeeded on July 23, 1776 by the Council of Safety.

MARYLAND COUNCIL OF SAFETY TO VAN BEBBER & HARRISON [1]

No 112

Gentn We have recd by Captn [John] Martin all the Goods you sent us according to Invoice and Bill of Lading, except 10 Bbls of Gun Powder, which he says is a mistake & that they were never put on board – if there be any mistake, you must rectify it, if no mistake, – charge the captn with the Powder.

Captn [William] Stone has presented us a memorial claiming the Brig *Friendship,* as his property, copy of which we send you inclosed, & to which we Shall be glad hereafter of having y[our] Answer. –

We shall endeavour to make you remittances by every opportunity, we do not know the cargoe of the Brig *Friendship,* Colo [Robert] Hooe is down at Chingoteague & will write you fully of the cargo put on board, Some Tobo bread & flour are the chief articles, you will do the best you can for us and send by first good opportunity follg articles Vizt Guns with Bayonets, coarse Woollens, coarse Linens – Gunflints, Lead, Powder & Salt Petre – we have heretofore wrote you by Captn Handy, a Duplicate whereof is now inclosed, when the Fall & Winter comes on, we shall do better we hope – Dunmore's fleet is gone off from the mouth of Potowmack very sickly and in great distress, – perhaps our bay will be clearer of Ships of war, than it has been, if so we shall remit you fully – in the mean Time draw on us if you are in want of Cash, payable either in Maryland or Pennsylvania, and we shall pay due honour to your drafts. –

Captn [Thomas] Conway is safe arrived in great Wiccomico in Virga, we shall get his cargo up Soon, and dispatch him as quick as possible, we are with due regard [&c.]

[Annapolis] 5th Augt 1776

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[1] Council of Safety Letter Book. No. 1, Md. Arch.

MASTER'S LOG OF H. M. S. *Roebuck* [1]

August 1776 Geo[rge's] Island [Potomac River] NW½N 2 Miles

Thursday 1st A M at 11 The *Fowey* made the Signl to Weigh – First Part Squally with rain Thunder & Lightning. Latter Modt & Cloudy P. M. sent Men on Board some of the Vessels to Prepare them for sea.

Friday 2d A M at 8 the *Fowey* & *Otter* with Part of the Fleet Weigh'd

& made sail, at 9 Made the Signal for sailing, & Set the Remainder of the Brig we had Cut Wood from, On fire
First & Latter Part, Light Winds & fair, P. M. Burnt Several unserviceable Vessels, & made the Signl & Weigh'd with the Remainder of the Fleet, The *Pembroke* Tender join'd us with her Prize [2] at 9 Departed this Life M Sellers Seaman, at 10 Made the Signl & Anchor'd in 7 fath Point Look Out NEbN 4 or 5 Miles,

Saturday 3d A M. at 5 Made the Signl & Weigh'd as did the fleet the Galley fill'd halld a Longside & took the 6 Pounder out of her and what Arms we could find & Veer'd her a Stern again Sailing Round Smith's Point, Wind Mill Point SW½S 4 Lgs
First & Latter Parts Modt & fair P M Saw a Sail to the NE & made the *Otter*s Signl to chace & the Signl for the fleet to Close ½ pt 7 Made the *Otter*s Signl. to Leave off chace at 8 New Pt comfort S W 6 Lgs

Sunday 4th A M. at 8 made the Signl and Anchor in 5½ fath Cape Henry SbE 4 Miles at 12 Made the *Fowey*s Signl to chace
Modt. & fair, P. M. The *Otter* Weigh'd & sail'd with Part of the Fleet

Monday 5th A M. got some Cyder out of the *Pembrook*'s Prize
Do Weather
P M the *Fowey* sail'd with the ships bound to the Eastwd

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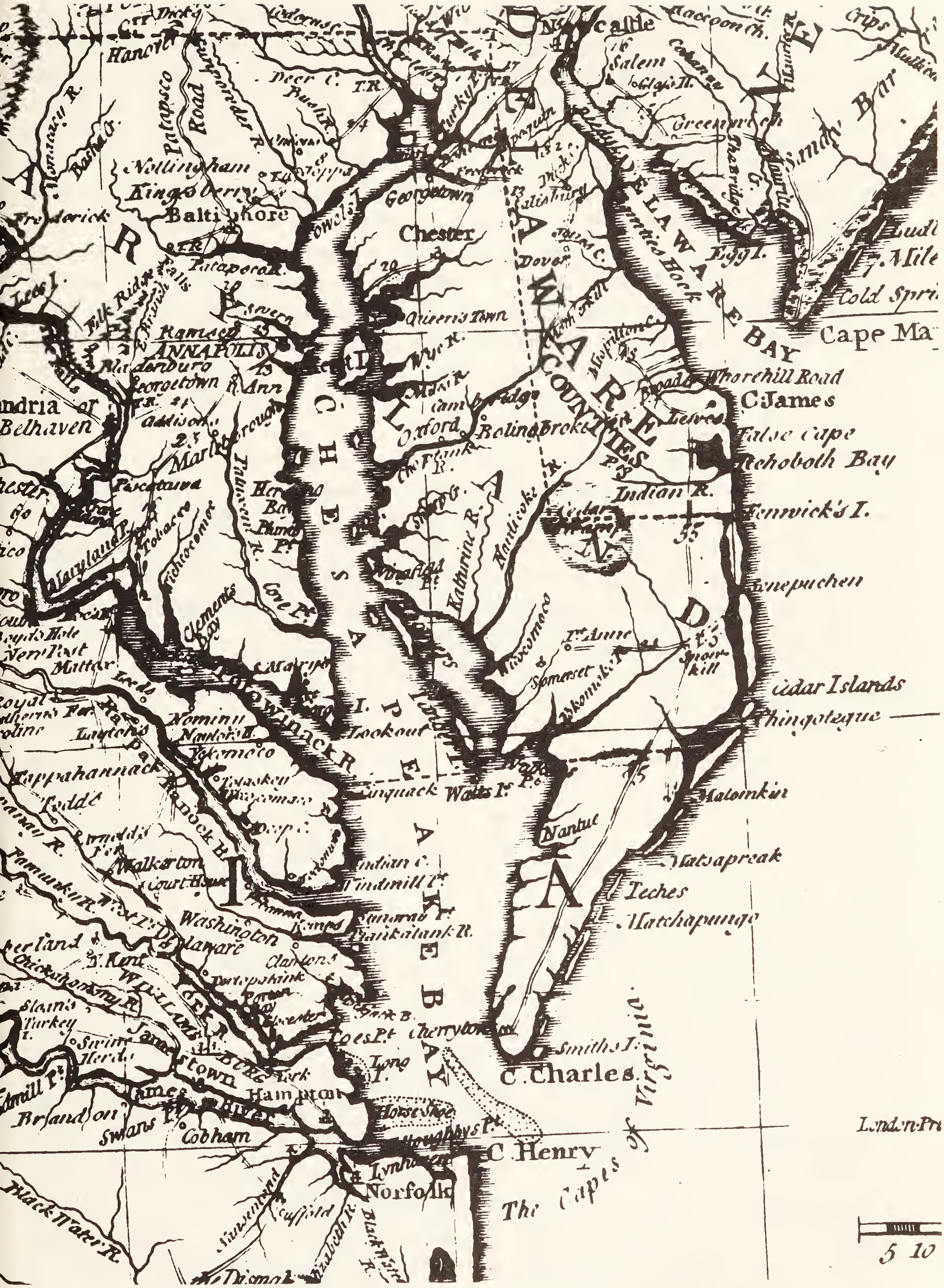
1. PRO, Admiralty 52/1965.

2. *Susannah,* from Rhode Island for South Carolina, with cider and chocolate, Howe's Prize List, March 31, 1777, *ibid.,* 1/487. The *Susannah,* a sloop, had sailed from Rhode Island June 15. Her master was Peleg Remington; her owners, Richard Salter, Welcome Arnold, and William Wall, all of Providence, and her cargo consisted of "80. bbls Cyder, 6 Hhds N.E. Rum, 10 bbls Flour 1100 lb Cheese 150 pair Lynn Shoes, 10 Boxes Chocolate, and 6 Boxes hand Soap," Outward and Inward Entries, R. I. Arch.

Captain Andrew Snape Hamond, R.N., to Hans Stanley [1]

Dear Sir, *Roebuck* in Virginia 5th Augst 1776

You hear seldom from me for want of opportunitys to write to you, and because I have nothing material to acquaint you with. The history of a defensive kind of war, which has been my misfortune for some time past to have been engaged in, is painful for me to relate, and would give you no pleasure to read. In short, the support & protection that I have been under the absolute necessity of giving to Lord Dunmore & his floating Town, consisting of a Fleet of upwards of 90 Sail, destitute of allmost every material to Navigate them, as well as seamen, has given full employment for three Ships, for these three month past, to prevent them from falling into the hands of the Enemy; and had we to deal with People the least enterprizing, we should not have been able to have done it so long. However this inconvenience is now nearly at an end, as I am sending all that is able & in a condition to go to Sea to St Augustine, after having destroyd



CHESAPEAKE BAY
DELAWARE BAY
Baltimore
ANNAPOLIS
Chester
Dover
Cape May
C.James
Whorehill Road
Lewes
False Cape
Rehoboth Bay
Fenwick's I.
Cedar Islands
Chingoteague
C.Charles
C.Henry
Norfolk
Hampton
Jamestown
Williamsburg
James River
York R.
Potowmack R.
Rappahannock R.
Patapsco
Salem
Georgetown
Queen's Town
Oxford
Cambridge
Bolingbroke
Somerset
Nantue
Matchapungo
Smiths I.
Cherrystone
Swans Pt.
Cobham
Brandon
The Capes of Virginia
London Pri
5 10

Chesapeake Bay.

about twenty sail, and put the people that inhabited them into other Vessels. We shall then be much more at liberty to act offensively against the Enemy than we hitherto have been, which if we had a sufficient force to do might be done to great advantage, as on Account of the Navigable Rivers of this Country, there is no part of the continent where ships can assist land operations more than in this. But unfortunately my Lord Dunmores Troops have been so few in number, such a motley set, and so full of disease, that it has been totally impossible to do or attempt any thing of consequence; and our whole exploits have amounted to nothing more than burning & destroying Houses on the Banks of the Rivers, and taking the Cattle off the Farms; which decides nothing. Whenever a Thousand Men can be spared, properly equipt, for the service of this Colony, with eight or 10 sail of small Ships to act with them, they may distress the Colonys of Maryland & Virginia to the greatest degree, and employ more than ten times their numbers to watch them.

I say nothing to you about what is going on at head Quarters, as from a want of small Vessels for Packets, our communication and correspondence with each other is less frequent than you can possibly imagine. I hope that defect will be supplied us from home, as we cannot here get proper Vessels, and if we could, we should want both Guns & Men for them; and without them we shall never be able to stop the kind of Trade the Rebels mean to carry on during the Winter, which is to be done in fast sailing Pilot Boats, and caried on from the small inlets on the Coast, where our Ships will not be able to get near them; and to confess the truth, I am clearly of opinion that unless we can withhold the foreign supplys from getting into the Country, this is likely to be a very tedious war. The Troops in these two Colonys have scarcely a second shirt, and their Coats are allready in Rags, so that they will certainly feel great distress next winter. They however talk largely of resources within themselves, but, upon my word, from the best authority I can get, the fact is much other ways.

I have the pleasure to tell you that since the Congress have declared themselves independant states, there is a spirit of loyalty broke out in the lower Counties of the Delaware and on the Eastern Shore of Maryland, which properly managed & cultivated may turn to a very good account. It seems they have long had divisions among them on religious accounts, and the Churchmen are clearly of opinion that it is the Presbyterians that have brought about this revolt, and aim at getting the government of America into their hands, which they (the Churchmen) are rather determined to die than submit to. These Friends are numerous, and inhabit a Country that forms a Peninsula, by the Chesepeak Bay on one side and the R. Delaware on the other, which from water to water is only about twelve miles. Whenever an Attack is made upon Philadelphia, which I hope will not long be delayed, these People declare they will assist; and want only arms & ammunition (which the other party have by degrees got from them) to do it by themselves.

In the beginning of the Year I sent to Admiral Shuldham to ask for such a force to be sent to me, that would authorize me to make an attempt to clear the passage of the Delaware and an attack upon the Town, which at that time was very defenceless. By unfortunate and unavoidable delays, it was the end of April before I received his answer. He agreed with me, he sayed, in every article of my request, but from the distress of the Army, which had obliged them to evacuate Boston, no troops could be sent to assist me, nor was there a cohorn or Howitzer in store. Upon this, I gave up all thoughts, as you may conclude, of attacking so formidable a pass; but being desirous of reconnoitring the River, and seeing a little what the thing was, to enable me the better to proceed when a force should arrive, I took the *Liverpool* with me and sailed up the River within a few miles of their Chevaux de frizes, as they call them, which are immense frames of thick wood, sunk with Ballast in a narrow part of the River, defended by batterys on each side, and a floating one in the middle; together with 13 Row Galleys, each carrying one Gun, from a thirty two pounder, to an eighteen pounder, and from Seventy to fifty Men.

As soon as the Enemy perceived that we had stoped, and were busyly employed in filling out empty water Casks, they sent all the armd craft down to attack us, and brought with them a Vessel fitted as a fire ship for the purpose of destroying us. We met them under sail (as the Tide ran too rapid to ride with a spring upon the Cable) and lay under the disadvantage of being obliged to engage them at the distance they chose to fix on, which was scarcely within point blank shot: and being such low objects on the water, it was with some difficulty that we could strike them; so that we fired upon them near two hours before they thought proper to retire & row off.

unfortunately at this juncture the *Roebuck* grounded and being high-water, could not be got off 'till 4 the next morning, but as it was soft mud, the ship did not receive the least damage.

It was then so thick a fogg, that nothing could be discerned 'till about 8 o'Clock, when it clear'd up, and we perceived the Galleys at Anchor about 3 Miles above us. The wind had changed and now blew up the River, and we pursued them imediately with all our sails; and they as industriously avoided us by plying their oars & sails. This Chace lasted only about two hours, when it fell so little wind, that we were not able to stem the tide of ebb, and not having six inches water more than the Ship drew in the best of the Channel (which was not above a quarter of a Mile wide, though the River from bank to bank was about a Mile & half) I was under the necessity of Anchoring.

The Galleys rowed to a point of land on the western shore & anchored also.

When I found there was no prospect of bringing them to a close engagement, but that they meant to retire as I advanced, and not having a force sufficient with me to make an attack upon the chevaux de Frize, I found it would answer no good purpose to go further up the River, which every mile made more intricate; but it was best to try if we could draw the Galleys down to a wider part of the River, where we should be in less danger of getting aground, when we could run near them and have a better chance for destroying them. Accordingly when the ebb tide made, about 5 in the afternoon, we got under way and turned down the River with an easy sail; The Galleys with their former attendants, encreased by several large Launches, with each a Cannon in their Bow, imediately followed us, and kept up a smart fire, but cautiously remained at their usual distance. This gave me great hopes, I should be able to draw them into a wider part of the River, but about 10 at Night they thought proper to stop near New Castle. when I found I could not get them any further I anchored also for the Night, intending to pursue them again at day light, which when I attempted to do, they run again up the River; at least those that we saw did, which was only 11 sail; the rest I conclude were disabled: but have never to this hour been able to get an exact account of what they suffered.

after waiting in their Neighbourhood three days, finding there was no prospect of getting them down, and having fully executed all I had in View in going up the River, and entirely repaired the very little damage they did us, I came down the River, and finding letters from the Admiral acquainting me that Sir Peter Parker was gone to Attack Charles Town: I imediately intended sailing to join him thinking the *Roebuck* could be of more use there than to remain cruizing off the Delaware. However in this I was dissapointed for when I came of[f] the Capes of Virginia, I received such an Account of Lord Dunmore's situation, as obliged me to look in upon him, wher[e] I found I had just arrived in Time to save him out of the hands of the Rebels.

Before this letter reaches you I conclude you will have heard of the ill success of the unfortunate expedition; on which I shall make no comments, but least you may have heard the story imperfectly send you the General's letter. These little miscarriages I trust will have a good effect in the end. Englishmen allways ralley when things are at the worst, and I have not the least doubt but our Affairs at the end of the Campaign will wear a better aspect than they do at present. One thing I must own astonishes me, which is the astonishing delay the Troops have made in getting out here. They arrive now in the very worst season. The Heat of these two months is more than an Inhabitant of the northern parts of the World can endure, and an Army acting here should go into Summer Quarters, as well as winter ones.

The letter you did me the honor to write to me in January, came to me about two months ago, and made me extreamly happy; as I ever shall be to hear of your health & wellfare, events that I can never be indifferent about, while I have breath to draw.

The Vessel that carry this is now getting under sail therefore am under the necessity of concluding it. Pray give my kindest love to Mr Sloane & his family Pon Brewer & all Friends.

I allways am my Dr Sr with the sincerest attachment [&c.]

A. S. Hamond

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[1] Hamond Papers, UVL. Stanley was governor of the Isle of Wight.

Journal of the Virginia Council of Safety [1]

[Williamsburg] Monday August 5th 1776.

Resolved That Captain William Mitchell with the Quota of the Company of Marines under his Command, repair on Board the Cruiser Brig *Liberty* Captain [Thomas] Lilly, to perform Duty; and that a Commission be granted him, to continue in force during the time of his present Cruise and no longer. Captain Mitchell was sworn Commission issued and delivered.

Ordered that the Keeper of the Magazine deliver Captain William Mitchell for use of his Company of Marines fifty-four Bayonet Belts and a hundred weight of Lead.

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[1] McIlwaine, ed., *Journals of the Virginia Council,* I, 108.

Virginia Navy Board to John Herbert, Portsmouth [1]

[Williamsburg, August 5, 1776] [2]

Sir The Commissioners having determind to build the two Gallies up the Southern branch of Elizabeth River, would be very glad to agree with you, to undertake the building them altogether by the Ton, You'll therefore please to come up or send your Son to agree on terms by Monday sen'night I am [&c.]

Thos Whiting 1st Comr

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[1] Navy Board Letter Book, VSL.

[2] Date is approximated. Entry appears in letter book between an August 2 letter from John Hutchings, 1st Commissioner, pro tem., and one from Thomas Whiting, 1st Commissioner, August 13. However, the Navy Board adjourned from August 7 to August 12, 1776, so the letter probably was written on Monday, August 5, the day that Whiting resumed his position as 1st Commissioner.

Journal of H. M. S. *Fowey*, Captain George Montagu [1]

August 1776	At Single Anchor [in Potomac River]
Thursday 1	A M fired a Gun and made the signal for Sailing Smith's Point SEbS 3 or 4 Leagues Modt with some rain –
Friday 2	at 5 A M made the signal for Sailing at 6 Weighed and lay too with the Maintopsail to the Mast for the Fleet to get Underweigh. Fresh Gales and Clear at ½ past 6 P M made the signal and came too with the Bt Br in 6 fm
Saturday 3	½ past 5 A M Made the signal and Weigh'd – Fleet in Compy – at 10 fired Two Shot [at] a Sloop which proved to be a Sloop Driven on the Eastern Shore last Night
Sunday 4	Modt and fine Wear at 9 A M the *Roebuck* made the

Signal for Anchoring – Do repeated it ½ past came too with Bt Br in 7 fm Veerd to ⅓ of a Cable.

Cape Henry HE½E Smiths Island NEbN off Shore about 5 Miles –

Do Wear P M Sailed hence his Majesty's Sloop *Otter* with part of the Fleet

Monday 5 A. M. Washed and cleaned between Decks.

Light breezes and fine Wear at 4 P M. fired a Gun and made the signal for Sailing – Weighed and Came to Sail with part of the Fleet in Company, at 10 Anchored Cape Henry West distance 4 Miles [2]

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1. PRO, Admiralty 51/375.
2. *Ibid.*, the *Fowey* parted with a portion of Lord Dunmore's fleet on August 7, cruised off the Virginia Capes for two or three weeks, and arrived at Sandy Hook on September 7.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY [1]

[Halifax] Monday August 5th 1776.

Resolved That John Webb of Halifax be permitted to Export to any of the French or Dutch Islands in the Sloop *King Fisher* James Ducaine Master eighteen thousand Hogshead Staves he having entered into Bond and Security in the sum of two thousand pounds to import into this province the Net proceeds of the Staves abovementioned in Salt Arms, Ammuntion and other Warlike Stores

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1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

STEPHEN EGAN TO GOVERNOR PATRICK TONYN [1]

(Copy) [St. Mary's River] Monday 5th August 1776

Sir, An express is just arrived from Mr [John] Martin with an account that a Schooner with 40 men a large flat and another Vessel force not known are now on their way to take [Lieutenant William] Grant plunder this place and do what mischief they can, the whole number of men between 240 and 300.[2] I have sent intelligence to Captain Graham, Mr Grant thinks proper to go off directly when tide turns and abandon us and leave your Sloop a prize. I think with our force here we may give a good account of them, but he will not risque the King's Vessel and so many brave fellows. Martin is taken but found means to send off Anderson, who says if no accident happens they must be here next Ebb, which will be this Evening. this instant Grant sends me word he'll wait off the Barr – I am your Excellency's [&c.]

(Sign'd) Steph^{n} Egan –

[Endorsed] Copy Mr Egans letter to Governor Tonyn No 1. in Govr Tonyn's No 20 of 15th August 1776

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1. PRO, Colonial Office, 5/556, 707, 710.
2. *Ibid.*, 719.

JOURNAL OF H.M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT [1]

Augt 1776 Anchor'd in St Mary's River

Monday 5 at 7 (A M) unmoored weighed & Came to sail & turned down towards the No point of Amelia Island & came to Anchor upon receiving information that 3 Armed Vessels from Sunbury were on there passage here with an intent to destroy the King's Schooner & take Wrights & Egans Negroes off Amelia Island, they are said to be on their passage 1 Flat with one 4 Pdr & 8 Swivels 1 Schooner They did or would not tell her force No of men said to be in the Vessels are 220 sent an Express to Capt Graham of this bad news, Cleared Ship for Action and put all the Arms in readiness Modt & clear weather at 2 P: M: Weighed & Came to sail, plied round Amelia No Point in Co with a Brigg at 3 Anchor'd with the Bt Br in 4 fath: water Veered to ½ Cable Amelia Island No Point W:N:W: 2 miles St Mary's Bar E by S 5 Miles Off Amelia shore ¼ of a Mile at 8 sent the Boat Manned & Armed ahead to lie Guard & make Signls in Case the Rebell Fleet should come, sailed hence the Brigg for the West Indies. Exercised the People at small Arms and kept them under Arms all night

1. PRO, Admiralty 51/4330.

GOVERNOR PATRICK TONYN TO THE COMMANDING OFFICER OF THE BRITISH SHIPS IN SAVANNAH RIVER [1]

(Copy)

Sir, An expedition against this Province being preparing, by all accounts in Carolina and Georgia, a part of the operations is to be carried on by the inland Navigation.

Cockspur situation will not prevent a communication between Savannah and South Carolina, from whence several Vessels have lately passed laden with Indigo, and have been shipped on Board a fast sailing Vessel at Savannah, which has proceeded down a Creek called the St Augustine passage. A Vessel lately which had eight thousand pounds sterling of Indigo on Board made this passage, and is gone to the foreign Islands; since the middle of June three Vessels with Rice have done the same, and are gone to a foreign Market.

This has induced me to send you the inclosed sketch, which will shew the Situation, the Rebels take the opportunity of a dark night to make the passage. –

For the enterprize intended against this Province Row Boats to carry Cannon in the Bow an eighteen pounder, four of these Boats I know are building at Beaufort, two at Savannah, and several in other parts. A privateer is fitting out at Sunbury, and other armed Vessels are equipping in the different Creeks in Georgia. –

Six Vessels are dayly expected to slip into some of the Ports on the Coast of Georgia from the Islands, they have supplies for the Rebels.

Mr Thomas Young a Gentleman of large Property in Georgia, was strongly recommended to me as a loyal Subject, he obtained two or three protections from me for his Vessel to supply His Majestys Islands with Provisions, under the sanction of his recommendation, and loyalty to His Majesty. I hear since he has also procured protections from the Rebel Congress for his Vessels, and his motives are to supply the Rebels. I hope you will let this circumstance be known to all His Majestys Ships under your Command, that proper search may be made in any Vessel belonging to Mr Thomas Young that comes in their way. –

The *Pensacola and Jamaica Packet* is arrived here, Lieut: Clark [Arthur Clarke] who commands her informs me that some Rebel Cruisers have been in the Keys to the Southward of this Province, this should be made known to any of the King's Ships that may be passing in those parts.

If we can here be of any use to any of the Ships at Cockspur you have only to command it, I shall be happy to render you all the Service in my power. –

Sir Peter Parker having added to the station at Cockspur the *Active* and *Sphynx,* I hope you will be enabled to have some Success against these frequenters of the Georgia Coast, and extend your Cruising to this Province, particularly to St Mary's River—Wishing you all success—I am Sir [&c.]

(Sign'd) Pat. Tonyn –

St Augustine 5th August 1776 –

[Endorsed] Copy—Governor Tonyn's letter to the Commanding Officer of His Majesty's Ships Savannah River—No 2—In Govr Tonyn's (No 3 private) of 26 Aug—1776.

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1. PRO, Colonial Office, 5/556, 755–58.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS [1]

Sir *Antelope* Jamaica August 5th 1776

I beg leave to acquaint their Lordships that His Majestys Ship *Pallas* was to have Sail'd the 26th of last Month with near a hundred Sail of the Trade had not an intend'd general Insurrection of the Negroes been discovered, which oblig'd the Governor with the advice of his Council to lay a general Embargo on the Shipping, to establish Martial Law, & to request me, to keep the Ships under my Command in Port for the safety & protection of the Island which I comply'd with.

On the 3d instant he inform'd me that as the Season of the Year was so far advanc'd; it might be attend'd with great loss to the Trade detaining them any longer should a Hurricane happen; and that as the Measures which had been taken prov'd so effectual in suppressing this Rebellion (which I apprehend was to have been General throughout the Island) he had with the advice of his Council taken off the Embargo, but stil thought it necessary to continue Martial Law for some time longer, and requesting that the *Atalanta* & *Racehorse*; might not be recall'd from the North Side of the Island, where I had instantly dispatch'd them on the first account of this Rebellion and given their Commanders directions to give every Assistance in their Power to quell the same.

I have therefore order'd Captain [William] Cornwallis to Sail the 6th inst for Bluefields, to remain their Forty eight Hours to give the Trade time to compleat their Water after being detain'd so long and then to proceed with them into the English Channel agreeable to my former orders. I have order'd the *Maidstone* to go with him but have desir'd that as soon as ever he judges the Convoy to be in Safety to make her Signal to seperate and have order'd Captain [Alan] Gardner to return with all possible dispatch & join me here as the Governor & Council have request'd me to keep the Ships in Port as much as possible for the safety and protection of the Island, as they are still apprehensive of the Negroes taking the Advantage of their absence to rise.

As the *West Florida* Sloop is ready to Sail, and I judge it of great concequence her getting on her Station in the Lakes of the Mississippi I have order'd Captain Cornwallis to take her under his Command as she might be of Service in going through the Gulph with the Convoy and then to make her Signal to Seperate to go to Pensacola, all which I hope will meet with their Lordships approbation.

I beg leave to acquaint them that His Majestys Ship *Antelope* arriv'd the 27th of last Month after having seen the Trade in Safety, she brought in two American Sloops, one with Rice the other with Lumber which is a great acquisition to the Island those Articles being much want'd.[2]

I further beg leave to acquaint their Lordships that I have given Mr Thomas Lloyd a Commission appointing him Master & Commander of the *Atalanta* (in the room of Captain Underwood Deceased) and have order'd him to be Borne as a Supernumerary on board the *Antelope* 'til her arrival I have likewise given Mr Thomas Cadogan the Second Lieutt a Commission for First and have appoint'd Mr Chas Holmes Everitt, Second, and Mr James Cotes to be Lieutenant of the *Porcupine* Schooner, and Inclosed is a list of Officers Made, with the State & Condition of His Majestys Ships & Vessels under my Command for their Lordships information.

In the latter part of my Letter of the 2d July, I inform'd their Lordships of my having purchas'd a fine Brigg of near 130 Tons Burthen, & that she & the *Racehorse* were capable of bearing Masters & Commanders, with proper Officers & Eighty Men, submitting it to their Consideration puting them on that Establishment, which I beg leave to say I think would be great use; as the Americans have a Number of Arm'd Vessels superior to those, with their present Complements. I am, with respect Sir [&c.]

Clark Gayton

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1. PRO, Admiralty 1/240.
2. Sloops *Hope*, George Cuzens, master, with rice, and *Flying Fish*, Littlefield, master, with lumber; both from North Carolina. Gayton's Prize List, February 26, 1778, *ibid*.

Captain William Cornwallis, R. N., to Philip Stephens [1]

Pallas, Port Royal, Jamaica
5th August 1776.

When I was at Cape Coast I received information that there was an American Brig in the River Gabon with Arms and Ammunition on board; I fell in with Captain Warren in His Majesty's Sloop *Weasel* at Accra and detached him to the said River, and as I imagined a small Vessel would be necessary to examine the River, I ordered Lt Bray of his Majestys Ship under my Command on board a Prize of the *Atalanta*'s to accompany Capt Warren. Lieut Bray has since joined the *Pallas* and acquainted me they had seized the Brig and carried her to Antigua I am Sir [&c.]

W: Cornwallis

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1. PRO, Admiralty 1/1611/3/7, LC Transcript.

William Bingham to Silas Deane [1]

[Extract] St. Pierre August 5th 1776

Sir The Committee of Secret Correspondence having honor'd me with the Appointment of their Agent in the West Indies to transact their Affairs, both in the commercial & political Line, have instructed me to inform you of it, & to cooperate with you in giving them constant Intelligence & Advice concerning every Matter that may be connected with the Interest or improved to the Advantage of the United Colonies. And as frequent opportunities present from this Place to the different Ports in France as well as America, they are very desirous that we should maintain a regular, frequent & well serv'd Correspondence, in order that both they & you may be duly & reciprocally informed of every interesting Event that may be passing on either side of the Water, for which Purpose I shall endeavor to obtain a correct & extensive Knowledge of the Affairs of my Department. I shall examine & inform myself of everything I see or hear that is relative to the Situation or Interest of America, & shall transmit you by every opportunity the Result of my Enquiries & Observations.

The Committee desire that "You will address your Current Despatches to me under Cover to the General, but when you have any particular Matters to communicate, either to Congress, themselves, or me, that you think should not be risqued thro that Channel for fear of Inspection, that you would procure a Mercht in France to put such Despatches directly for me under Cover to a Mercht in Martinico, with an express Injunction to deliver them into my own Hands. But as soon as I had made Acquaintance with an established Merchant of good Reputation in Martinico, that I had best name him to you, that you may so address your Despatches without the Intervention of a Merchant in France" You will therefore plan to direct them to Monsr P Begorrat Negotiant au St Pierre, Martinique, pour remettre a Monsr Bingham de Philadelphie. . . .

From the Reception I have met with from the General, I have the greatest Reason to believe that France is very favorably disposed towards America. He has informed me that by a Frigate which had just arrived, he had received some Dispatches of a very important Nature from his Court. That his Orders were to favor the Americans throughout all their Ports & protect their Commerce at Sea, whenever & wherever they should find an opportunity.

The Continental Sloop of War the *Reprisal* of 16 Guns, & one of the Ministerial Fleet the *Shark* of the same Weight of Metal, but better man'd, have lately had an Engagement opposite the Port of St Pierre. I was a Spectator of the whole of it from on shore.[2] And to the honor of America, the *Reprisal* damaged the *Shark* so much, that She was forced to sheer off in order to refit, when the Fort fired upon her & put an End to the Engagement. Never did I feel the Sensation of Joy in a more lively Degree, than upon viewing the different Treatment which the two Commanders met with from the Inhabitants of St Pierre; Capt [Lambert] Wickes was complimented & caressed beyond measure, whereas Capt [John] Chapman was under the necessity of procuring a Guard of Six Men to protect him from the Insults of the Mob . . .

Since writing the above his Excellency has done me the Favor to show me a Letter he has just received from Admiral Young sent express by the *Pomona* Sloop of War. He therein demands in the Name of the King his Master, that these American Pirates (as he stiles the *Reprisal* & her Crew,) that have taken Refuge in the Harbor of Fort Royal, may be delivered to him, in order that they may be brought to Tryal & proceeded against accordingly; & calls the Protection given them a gross Insult offered to the British Flag & with his Excellencys Acquiescence. he mentions that he shall dispatch a Ship of War immediately to London, with his Excellencys Answer, which is as spirited & animated as we could wish or the occasion require; Prudential Reasons would not admit of his saying more, but he refuses his request in a categorical decisive Stile.

1. "The Deane Papers," *Collections of the Connecticut Historical Society,* XXIII, 31–32, 33–34.
2. Bingham came as a passenger in the *Reprisal* from Philadelphia. He must have been landed, probably at Pointe du Prêcheur, before the engagement.

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6 Aug.

Isaac Smith to John Adams [1]

[Extract] Salem August 6th 1776

Yours of the 17th Ulto I have recd As to the Massachusets raising more Men – would say the sea ports are draind very much by those going a privateering &c. and the late success of One belonging here (Capt White) who with Another has taken four ships &c. two are in att the Eastward. One between 4 & 500 hhd laid Barbadoes Sugars the Others from Antigua his success, now with two Other prizes sent in before,[2] which makes every body this way going upon the business there is now four or 5 fiting Out. One sails to day — We have had Our Coast pretty clear for sometime till lately, & A ship or two are att the Eastward, & have taken A Number of Coasters [illegible] fishermen &c Amongst which I have One, by which shall suffer £300 Ste[rg]—& last week a ship off Cape Codd took a brig with flour from Phila – We have & are still paying for a Vessell to gaurd the Eastward Coast: but has been lying in harbour the chief of his time & doing no service, (Obrian!)[3]

I am Anciou[s]ly concernd as to the event of Our Affairs att [New] York as there must happen some, grand event soon may itt please God to disappaint Our enemies in all there scheams & bless all Undertakeings for Our defence & priveledge's—I have he[a]rd to day As though a Number of Vessells were culecd from Cannecticut, which I think would be of great importance, properly managd to stop or set fire to the fleet when they may come to Attack the Town—I suppose the first division of the Hessians are Arr[ive]d before now att [New] York, after which there will be a movement –

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[1] Adams Papers, MassHS. Materials drawn from the Adams Papers in the Massachusetts Historical Society are copyrighted and are printed by special permission of the Society.

[2] Captain Joseph White in the Massachusetts privateer sloop *Revenge*. See *The Freeman's Journal,* August 3, 1776 for description of prizes.

[3] Captain Jeremiah O'Brien of the Massachusetts state schooner *Machias Liberty.*

JOURNAL OF THE MASSACHUSETTS COUNCIL[1]

[Watertown] Tuesday – August 6th 1776 –

Ordered – that the Comissary General be and he hereby is directed to deliver out of the Colony Stores to John Lambert Commander of the Schooner *Diligent* or to his Order five Barrels Pork, One Barrel Rum & half Barrel Molasses –

Ordered – that the Comissary be and he hereby is directed to deliver out of the Colony Stores unto Capt John Clouston, Commander of the Sloop *Freedom,* or to his Order the following Articles takeing proper Receipts for the same Vizt –

half Ton Powder, One Iron Hearth & Copper, One Drum & fife, Six Bolts Sail Duck for the light Sails, two Boxes Candles, half Barrel Lamp Oil, One hundred & twenty Gallons Rum –

The Memorial of John Stickney In behalf of Himself Thomas Jones & Joseph Marquand all of Newbury Port in the State aforesaid in behalf of Himself & the Above said Owners of the Schooner Call'd the *Washington,* Humbly Sheweth that your Memorialist, have fitted out the said Schooner *Washington.* Burthen fifty Tons, mountg Six three Pounders, Ten Swivels & two Cohorns, Nathl Odiorne Commander. Thos Clough first Leut John English Second Leut – with Thirty five Men, with Twenty Barrels of Beef & Pork, Twenty hundred Bread, Two hundred wt Powder with Ball Answerable thereto, Your Memorialist Pray your Honors would Commissionate said Schooner *Washington,* for a Private Vessel of Warr, & Whereas your Memorialist Cannot procure a Sufficient Quantity of Gun Powder Prays your Honors would spare so much out of the Colony Store, for the use Aforesd he paying a Proper Consideration therefor, and your Memorialist as in Duty bound shall every pray &c &c –

John Stickney –

Read & Ordered that Nathaniel Odiorne be Comissionated as Comander of the Schooner *Washington,* he giving Bond and Complying with the Orders of Congress as Also the Comissary General be directed to deliver Mr John Stickney two Hundred weight of Gun powder he paying for the same –

Bonds being given by John Stickney & Nathl Odiorne a Comission was Issued out to the said Odiorne as Commander of the Schooner *Washington* fitted out by them to make Captures of Our Enemies Vessels, and Instructions were delivered Him –

1. Mass. Arch., vol. 19, 147, 148, 149, 150.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence,* CAPTAIN JABEZ WHIPPLE [1]

Remarks on tusday Augst th 6 1776

At 6 AM. Bunets on the forsail Refs out Mad Sail Got out flying Jibb Boom sot Jibb @ 11 AM Saw two sail Gave chase provd to be A man of war and tender hove a Bout Gave Chase to us

Lattd In 36 Longd in – 62 – 13

Saw the two formentioned Vesels In Chase of us heavy sea we Draw from the ship but the Sloop Gains upon us all hands to Qarters @ 6 PM the Sloop Gave over Chase Bore Away toward the ship @ 7 Lost sight of them we sot sqr Sail to ward Estward

1. *Independence* Journal, RIHS.

JOURNAL OF LIEUTENANT JOHN TREVETT [1]

[June 22 to August 6]

We carried w[ith] us one of the bills, which the Hon. President received with pleasur[e] [2] We tarried one day longer than we needed, on the account of seeing Independance declared, which was on the 4th day of July 1776.[3] The next day we set out for New York, on our way for Rhode Island When we arrived at Newport, we went immediately on board the privateer which was lying in the harbour of New Port, we brought dispatches for Capt. [Nicholas] Biddle, whom we had the pleasure of finding on board, we found they had made a short cruise since we were taken, and had captured one Jamaica Ship, but being chased hard by a British Frigate, they ran her on shore at Fisher's Island reef, and lost the Ship, and all her sugars, but saved 100 puncheons of rum, sails & stores, which were sent to Mr. Nathaniel Shaw of New London, who was appointed Agent, and Capt. Biddle gave me my share of prize money, which I received from Mr. Shaw, so ends this Cruise.

1. Trevett's Journal, NHS.
2. Trevett and the prize crew from the recaptured transport *Oxford* had arrived at Williamsburg on June 21. Trevett recorded: "I drew a bill on the Hon. John Hancock, then President for the cash we received from the State of Virginia," *ibid.*
3. The Declaration of Independence was not publicly announced in Philadelphia, until July 6, 1776, when it was read by Thomas Mifflin in the square before the state house. Trevett's departure from Philadelphia was probably on July 12, 1776, as Charles Biddle, writing to his brother Nicholas on July 11, stated: "some of your Men are here Waiting for you," Nicholas Biddle Papers, HSP.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT PRIVATEER SLOOP *American Revenue* [1]

1776	Sloop *American Revenue* Wm. Packwood Commdr		Dr
August	To the Hull Guns &c.		£2700..–..–
6	To 20 Tons Piag Iron	£193.13..6½	
	To freight ditto from Nor[wi]ch	5..–..–	
	To Scow hire for Shingle Ball[as]t	6..–	193..19..6½
	To pd. Robinson Mumford for a Boat, Sails & Oars		20..–..–
	To 5 Long Oars Conta[ining] 125 feet,	@ 6	3..2..6
	To 8 Short ditto 120 feet	@ 4d	2..–..–
	To 2 Barrells Tarr		2..8..–
	To 1 Barrell Pitch		1.10..–
	To Use Kettles & Stage Scow &ca		1.10..–
	To 3 Barrells Tallow wt 610 lb a 8d		20..6..8
	To 30 lb White Lead	@ 1/	1.10..–
	To 4 Barrells Lampblack	2/6	10..–
	To 3 Gallons Oyl	8/	1..4..–
	To 2 Tallow Brushes	@1/6	3..–
	To 40 lb Oakam	3d	10..–
	To 20 lb Spikes	1/	1..–..–
	To 29 lb Nails	1/	1..9..–
	To 200 feet plank pine	2d	1.13..4
	To 600 feet pine Boards	8/4	2.10..–
	To pine Sparrs for Stantials		1..4..–
	To ditto to line the ports		12..–
	To ditto for the Comboose		18..–
	To platform for ditto		1.18..–
	To Brick, Lime & Mason		1.17..–
	To Iron Comboose from Brigt. *Boulton*		25..–..–
	To 1 Copper Funnell for do		
	To 1 Green Hide		8..–
	To 2 sides Leather		1.15..–
	To 1 ditto		1..4..–
	To 2 lb Twine	@ 3/	6..–
	To 4 Sceans Marline	1/	4..–
	To 10 lb Cordage	110/	53..–..–
	To Single & double Blocks Strapt with Hoops & thimble		3.18..–
	To Nath Hemsteds Bill for 120 lb Cordage		5..–..–
	To Alexr Merrills Bill		8..2..3
	To James Telleys ditto		10.16..7
	To pd Saml Coit for 5¾ days work	5/	1.14..6

To pd Jno Turner for 11 days do	6/	3..6..–
To pd James Darrow 4 do	6/	1..4..–
To pd Peter Darrow 10½ do	6/	3..3..–
To pd Peter Darrow Junr. 8½ do	3/	1..5..6
Amo Carrd Forwd		£3084..1.10½
To Amo Brot Forwd		£3084..1.10½d
To Thomas Holt 4 days w[ork]		1..4..–
To Victualg people 43¾ days	1/	2..3..9
To pd Jona Setchell for 7 days work	5/	1.15..–
To pd Wm Boulton 10 ditto	3/	1.10..–
To pd Davd Robinson 5 ditto	3/6	17..6
To pd Daniel Brown 8 do	3/	1..4..–
To pd Wm. Powers for 21 do	4/	4..4..–
To pd Thomas Williams 8 do	3/	1..4..–
To pd Josh Champlin (pd by packw[oo]d)		0..0..0
To pd Wm. Potter for 5½ do	4/	1..2..–
To pd Soldiers for Work		6..5..4
To pd 3 hands from Stonington		9..–
To pd Jona Leeds Bill		3..6..–
To pd Mrs. Waterman Boardg bill		2..0..8
To 30 Galls Rum fitt[in]g Out	5/	7.10..–
To pd Ichabod Powers Bill		4..7..7
To pd Jno Owens ditto		10..2..9
To pd Boardg a SeaMen		6..–
To pd Phineas Stantons do		3.13..6
To pd Walter Dunns Bill		1.13..–
To Wm Leeds Bill		21.16..6
To pd Doctr Nemans Expences to Norwich		12..–
To pd David Pool for 2 days Work		8..–
To Benja Dyers Bill		3..4..8
To Doctor Lathrops ditto		32..4..–
To Chest Lock & Rags as p Leffingwells Bill		19..5
To 16 barrells Beef	@ 60/	48..–..–
To 7 barrells ditto 60/ of Jno McCurdy		21..–..–
To 5 barrells Pork @ 90/		22.10..–
To 6½ barrells ditto 80/		26..–..–
To 12 barrells do from Jno M'Curdy	80/	48..–..–
To 4 barrells do. pr Braddick		16..–..–
To 10c 1q 19lbs Bread		11.18..9
To 19. 2. ditto	@ 21/	23..8..–
To 9..0..14 Flour	18/	8..4..3
To 2 Bushells Indian Meal	3/6	7..–
To 7 Bushells Corn	3/6	1..4..6
To p Freigt. provisions from Lime & Norwich		4..3..6

To 16 Cheeses wt 1 barr̀ Beans p[ar]t Cask Rice a few Rags & other Medicines		10..8..4¾
Amo Carrd Over		£3420.18..2¼
To Amo Brot Over		£3420.18..2¼
To pd Springer freigt ditto		11..–
To p Docter NewMan Bill for Shoates poltery potatoes &c		17..4.10
To 1 Firkin Butter wt 77 lb a 10d		3..4..2
To ½ bushell Salt		3..–
To 50 lb Coffee	@ 1/	2.10..–
To ½ C Sugar		1.16..–
To 30 Galls Rum	6/	9..–..–
To 2 Keggs Brandy	60/	6..–..–
To p Saml Belden for a bbr Vinegar		1.10..–
To p David Gardiner's Bill for 1 bbl do & 1 Lock		1.16..–
To p Arche Robertson for Candles		2..9.11
To 4 Load Wood	7/	1..8..–
To p Wm Brookes for Fresh beef		1.18..–
To p W for potatoes &c		5..2..–
To Expresses to Lebanon &c	65/	5..–..–
To p Governr for Commissn	35/	
To 1 Arm Chest		3..–..–
To 1 Small ditto		15..–
To 4 Small ditto for Cartriges		10..–
To 11 P Pistolls	@ 25/	13.15..–
To 19 Musketts	60/	57..–..–
To 20 Cartouch Boxes Belts &c	5/	5..–..–
To 17 Bayonets belts frogs &c	7/	5.19..–
To 5 Boarding Hatchetts	5/	1..5..–
To 13 Powder Horns fill'd & Priming Wires		3..5..–
To 54 lb Muskett Ball	6d	1..7..–
To 1 rheim Cartridge paper		3..–..–
To 6 Quire fine Paper		7..6
To spare ram rods		1..6
To Box Partrige Shott & Langurage		3..–..–
To 250 Flints		11..–
To 1054 lb Powder	5/4	281.14..–
To pd the Armorer for Sundrys bot of Cobb	£ 8..7	
To p ditto for files &c	12..5	
To p ditto for Brush	1..–	

To pd do for Gun Screws	7..6	
To pd Docr Woolcot for Sweet Oyl	1..6..–	2.15..6
To Lember Calkins Bill for 12 p Hand Cuffs & Shackles		7..4..–
To Saml Latimers Bill for Broad Ax Draw Knife & Hd Cuffs		7..3..3
Amo Carrd Forwd		£3878..3.10¼
To Amo Brot Forwd		£3878..3.10¼
To 300 three pound shott		27..–..–
To 5 Boxes Conta[ining] 60 Canisters shot		16..–..–
To 15 Cartridge Boxes for three Pounders		1.10..–
To 74 Iron Bound Water Casks		74..0..–
To 6 Water Hogsheads	@ 9/	2.14..–
To 1 sounding Line	10	2..–..–
To 1 Sounding Lead	10	1..–..–
To p W Saltonstall for Hooks & Palms		2..8
To p ditto for 3 Brushes		2..3
To p for Sail Needles		10..6
To 2 Speakg Trumpets	£ 1..–..–	
To 1 Spy Glass	3..–..–	
To p for Collars	6..–..–	
To p Pat. Angel for drum &c.	1.14..2	
To 3 Cod Lines & Leads	1..–..–	
To 1 pr Steelyards	1..–..–	
To 1 Grindstone & traught	1..–..–	
To 12 lb Chalk	2..–	14.16..2
To Jno Ways Bill		6.12..1
To pd Ichabd Youngs for Carpenters Tools		4..5..6
To p for Steel 1/ p Bellows 4/6		5..6
To pd. Tormintors & Ladle		6..6
To Hour Glasses		10..–
To Compasses		1.17..–
To 4 lb Twine	@ 2/6	10..–
To Jno Wards Bill for Masthoops		11..–
To Tin for the Oars		12..6
To p Henry Jepson for Gimblets		2.11
To John Deshons Bill Wharfg storage & filling Water		9..7..6
To Joshua Starrs Bill		4.12..6
To 97 Yards Light duck	@ 3/6	16.19..6
To 4 yards Canvas	5/	1..–..–
To 15 Yards Ticklingburg	3/	2..5..–
To Richards Deshons Bill		5..6..6

To 40 yards Old Canvas for Hammocks	2/	4..–..–
To 29 Yards Ticklingburg	@ 3	4..7..–
To Wm Packwoods Bill		15..6..4
To Josh Packwoods Bill		78..8..–
To advance Seamen as pr Bill		12..4..–
		4187.17.9
To mistake in McCurdys port £10 short		10.–.–
		4197.17.9
5 Pct Comms	£ 209.17..9	
	4197.17..9	
	£4407.15..6	

1. Nathaniel and Thomas Shaw Papers, Ledger 4, YUL. A rough draft, with omissions, and not totalled, is in Ledger 9, *ibid.*

Colonel Thomas Thomas to George Washington [1]

[Extract]

from the scituation of the Men of Warr and Tenders now opposite this place in Hudson's River think it my duty as Commanding officer here to Inform your Excellency of the Advantageous scituation of the Ground here for placing some Cannon to play upon the shipping whilst Attacked by our Gallies; the Cannon may beplaced upon an Eminence within near half a Mile of the shipping, and if your Excellency should think the above plan Expedient, an Engineer might be Necessary to form abreast work for three or four peices of Cannon which I beg your Excellency in that case will Order up with the Necessary Apparatus and Intrenching Tools – I Conceive shall be able to collect a sufficient Number of men with those allready under my Command here to throw up abreast work in a very short time in an Evening after planned by an Engineer –

should your Excellency think this Advisable it may be Necessary to Order the Commodore of the Gallies to postpone an Attack upon the shipping untill a proper breast work is thrown up, in case his Orders should oblige an Attack sooner—I dont pretend to dictate to your Excellency but only take the Liberty of stating the above for your Excellency's Consideration with which I would wish your Excellency's Indulgence.

Tarry Town 6th Augt 1776

1. Washington Papers, LC.

Journal of Ambrose Serle [1]

[On board H. M. S. *Eagle*]
Tuesday, 6th. August.

Nothing material occured this Day. In the Evening, it was intended to send up the *Solebay* Frigate of 28 Guns to assist the other Ships above the

Town; but the Wind falling, rendered the Design too dangerous to be prosecuted.

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1. Tatum, ed., *Serle's Journal,* 56.

GENERAL ORDERS OF VICE ADMIRAL RICHARD LORD HOWE [1]

Memo/ [H. M. S. *Eagle*] August 6th. 1776

It has been thought necessary to appoint Mr. John Hunter, Master of His Majesty's Ship *Eagle,* to be Master Attendant at the Port or Anchorage where the Fleet shall be from time to time, assembled, for directing the Pilotage of the Fleet, & Placeing the Ships in the most Convenient Stations, according to the Orders he will receive from the Commander in Chief for those Purposes—

This General notice of his appointment & authority in such Cases is given.

It hath been further judged expedient to nominate the said Mr. John Hunter to inspect & regulate in Conjunction with the Naval Store Keeper afloat the demands & expences of the Naval Stores furnished for this Fleet, suitable communication of the state of the Naval Stores is therefore to be made to him occasionally, for enabling him to regulate the Expences & Supply's thereof according to the Tenor of the 19th Article of the Standing Orders on these Heads—

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1. Order Book of Captain William Cornwallis, R.N., NYHS.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN PAUL JONES [1]

In Marine Committee Philada August 6th 1776

Sir. We have ordered the Provisions & Stores you requested, to be sent onboard the Sloop *Providence* which you Command under Authority of the United States of America so that the said Sloop being now ready for Sea, You are to proceed immediately on a Cruize against our Enemies & we think in & about the Lattitude of Bermuda may prove the most favourable ground for your purpose – [2]

Herewith we deliver you an extract from the Journals of Congress respecting the Navy Prizes &c by which you will know with precision what Vessels can be made Prizes & which not You have also herewith a list of the Continental Agents in each State & to some of them your Prizes must be addressed according to the Ports they arrive in – Your Cruize may be for Six Weeks, two or three Months just as Provisions, Water & other Circumstances point out to be best. If you gain any material Intelligence You must put into the nearest part of the Continent & dispatch an Express to us with the same

You must by all opportunitys transmit us an Account of your proceedings & of such Occurrences as you meet with, You are to be particularly attentive to protect, Aid & assist all Vessells & property belonging to these States or the Subjects thereof. It is equally your duty to Seize, take, Sink; Burn or destroy that of our Enemys. Be carefull of the Sloop her

Stores and Materials, use your People well thereby Recommending the American Naval service to all who engage in it, and we also Recommend Humane kind Treatment of your Prisoners

These things duly observed will recommend You to the attention & regard of this Committee We are Sir [&c.]

Fra^s^ Hopkinson	John Hancock	Geo Walton.
W^m^ Whipple	Rob^t^ Morris	Arthur Middleton
	Joseph Hewes	Fra^s^ Lewis
	Geo: Read	

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1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 161–62, NA.
2. "It was proposed to Send me from Philadelphia by Land to take Command of the *Hampden* in Connecticut, but I rather preferred to continue in the *Providence,* the *Hampden* being a far inferiour Vessel to the discription that had been given of her to Congress," Jones to the President of Congress, December 7, 1776, Papers of John Paul Jones, LC.

MARYLAND COUNCIL OF SAFETY TO JESSE HOLLINGSWORTH [1]

No 111

Sir, You are requested by the Council of Safety to purchase for the use of the public one good Scow proper for transporting heavy Cannon – also let us know whether you can purchase any flat bottomed boats with 8 or 10 oars, that would carry fifty men each, or any Barges or whale boats – please to let us hear from you, & the Price at which they may be got. – if there be none to be had, whether you would undertake to have some built this fall. We are [&c.]

[Annapolis] 6th Augt 1776

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1. Council of Safety Letter Book, No. 1, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Tuesday the 6th day of August 1776

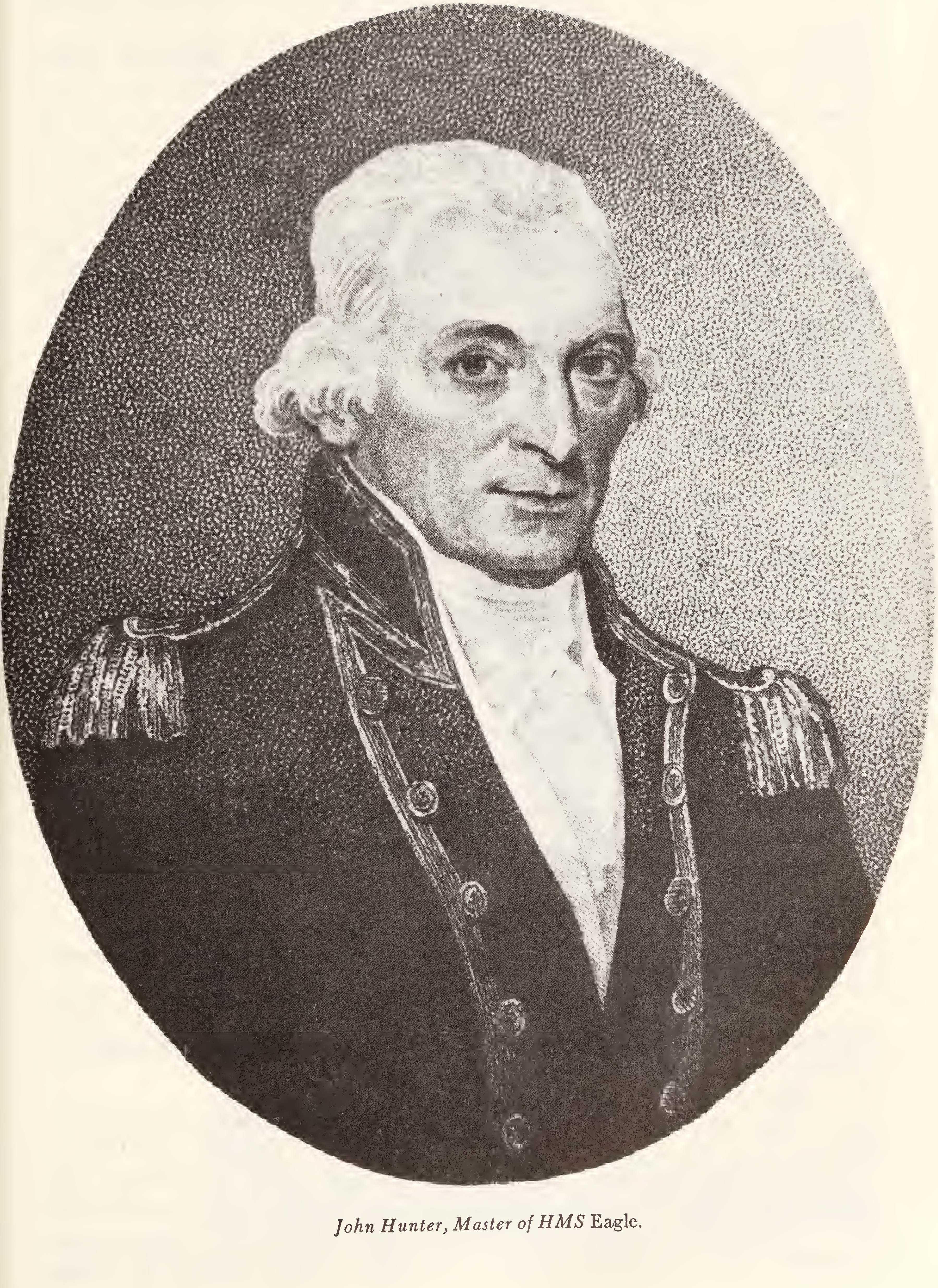
Ordered that the Schooner now lying in Rappahanock River whereof Richard Taylor is Captain be called and known by the name of the *Hornet* –

It is agreed by this Board that the Contractors of the different Districts for purchasing provisions, Ship materials naval Stores and all other Necessaries which they may by this Board be Acting to purchase for the use of the Navy are not to be Liable or Answerable for any Accidents that may proceed from Fire, Robberies, the Enemy or the Loss of Cattle Dying with the Distemper. –

Ordered that Colo William Aylett keeper of the Public Store deliver unto Capt Thomas Lilly one Bolt of Oznabrig, two pieces of Duck and twelve pounds of Twine for the use of the Brig *Liberty* –

Ordered that Colo William Finnie deliver unto Capt Thomas Lilly thirty five Shirts for the use of the Seamen on Board the Brig *Liberty* –

Ordered that a Warrant Issue to Miles Taylor for Twenty one pounds thirteen shillings and six pence for Scabbards, Swords and other Articles furnished Capt [George] Muter for the use of the *Hero* Gallie –



John Hunter, Master of HMS Eagle.

Ordered that the petition of the Marines from on Board the *Henry* Gallie against Capt [Robert] Tomkins be refered to a future day for a hearing thereof –

Ordered that Colo William Finnie deliver unto Capt [Richard] Taylor four Bolts of Canvas No 3 for the use of the Schooner *Hornet* –

1. Navy Board Journal, 32–34, VSL.

Journal of the Virginia Council of Safety [1]

[Williamsburg] Tuesday August 6th 1776.

Warrants from the Navy Board to Captain Richard Taylor [2] for Two hundred and twenty three pounds sixteen shillings and seven pence— And to Captain Thomas Lilly for Ninety four pounds six shillings were presented countersigned by the President and Ordered to be recorded.

Ordered That the Treasurer be requested to lay before this Board a State of the several Sums of Money paid into the Treasury, and arising from the Sales of Vessels and their Cargoes taken by the Captains, James and Richard Bar[r]on.[3]

Instructions to Captain Lilly,

> Sir, You are to proceed with the Brigg *Liberty* under your Command to Hampton Road or whenever Captain James Cocke is to join him and Captain [John] Calvert of the Row Galley [4] to act in conjunction with them against the Enemies of America if such Junction shall be judged necessary or seperately as you may think best You are to protect and defend all our Friends to whom it may be necessary and in your power to afford protection and to take, sink or destroy all Vessels belonging to the Enemies of America— As your Cruiser was fitted out principally for the Protection of York River, Vessells trading in that River, and the Inhabitants of its Shores should be Objects [of] your peculiar attention—The Same Instructions are intended for Captains [Edward] Travis and [William] Deane.[5] It is left to your discretion when and in what manner to engage the Enemy.

[1] McIlwaine, ed., *Journals of the Virginia Council*, I, 109–10.

[2] Taylor was captain of the schooner *Liberty* which was renamed *Hornet* on this date.

[3] James Barron was commander of the boat *Liberty*, and Richard Barron of the boat *Patriot*.

[4] Calvert commanded the row galley *Norfolk Revenge*; Cocke, the brig *Raleigh*.

[5] Travis was captain of the galley *Manley*, and Deane of the schooner *Revenge*.

Captain Andrew Snape Hamond, R. N., to Captain George Montagu, H. M. S. *Fowey* [1]

Roebuck at the Capes of Virginia
the 6th Augt 1776.

Sir

The Sickly and weak State of the Troops under Lord Dunmores command, as well as the bad condition of the Transports have determined His Lordship and my self to proceed with them to New York; being clearly of opinion that remaining within the Capes without power of Acting against the Rebels only tends to bring disgrace on his Majesty's Arms, and give Spirits to the enemy.

It is therefore my direction to you, that you remain with His Majesty's Ship under your command on this station, and use your utmost endeavours to prevent any of the Rebel Vessels from getting in or out of the Capes, and in every other respect to annoy the Enemy by every means in your power. I have left my Tender the *Pembroke* to cruize with you, but as Soon as you are joined by the *Otter,* or any other Ship or vessel of War, It is my desire that you dispatch her to me imediately at New York and give me an account of every thing that may happen in my Absence from Virginia which I flatter my self will not be above 14 days at farthest.

I am much concerned at the Shortness of your water, but imagine by the assistance of the Tender you will be able to get some small Supplies from Smith's Island, so as not to be obliged to go off the Station untill relieved by some other Ship. I am, Sir [&c.]

[1] Hamond, Letters and Orders, 1775–1778, UVL.

CAPTAIN ANDREW SNAPE HAMOND, R. N., TO RICHARD WHITWORTH[1]

By Andrew Snape Hamond Esquire &ca &ca

You are hereby required and directed to Cruize off the Capes of Virginia untill you meet with His Majesty's Ship the *Fowey,* when you are to deliver the enclosed dispatches to Captain [George] Montagu, and follow his Orders for your further proceedings

Given under my hand on board
his Majesty's Ship the *Roebuck* at
Cape Henry in Virginia the 6th
August 1776 A S Hamond

To Mr Richd Whitworth
commander of the *Roebucks* Tender the *Pembroke.*

[1] Hamond, Orders issued 1776–1777, UVL.

JOURNAL OF H. M. SCHOONER *St. John,* LIEUTENANT WILLIAM GRANT[1]

Augt 1776 Amelia Island No Point W:N:W: 2 miles

Tuesday 6 Fresh Breezes and Clear wr Empd stowing every thing away & clearing the Decks for action, Exercised the Men at small arms, bent a new Foresail Barracaded the Schooner at 4 (P m) the pilot boat & *Rook* returned from assisting the Troops in the *Pompey,* at 8 sent the Boat Manned & Armed, wt an Officer to reconnoitre and row Guard – All hands under Arms at 10 The Boat returned, saw nothing remarkable

[1] PRO, Admiralty 51/4330.

LIEUTENANT WILLIAM GRANT, R.N., TO CAPTAIN GRAHAM [1]

(Copy) *St John* Tuesday Morning 6th Augst 1776

Sir, I am glad to see, you have got safe down—I sent Mr Oliver the Pilot and both Boats to your assistance—I would recommend the Sloop and Pilot Boat to join me, where they will be at greater liberty for defence and resistance—If the Vessels should appear, and the superior number should attempt to board the Schooner I command I hope you will send me a reinforcement of twenty men at least, they never shall have her.

You'l please to observe that [Stephen] Egan told me and sent me repeated word, that Wright's Negroes and his own would join and form their Camp under the North end of Amelia, where the Schooner now lyes within a quarter of a Mile of the Shore, it is but just around the point—

I would be glad to consult with you upon the disposition you intend to make, and have sent the Boat to wait on you— And am with great respect Sir [&c.]

(Sign'd) W^m^ Grant –

[Endorsed] Copy Lieut Grant's letter to Captain Graham No 5 In Govr Tonyn's (No 20) of 15th August 1776

1. PRO, Colonial Office, 5/556, 723–26.

GOVERNOR PATRICK TONYN TO CAPTAIN THOMAS BISHOP, H. M. S. *Lively* [1]

(Copy)

Sir, I beg leave to inclose a copy of intelligence just now come It being also confirmed to yourself by Lieutenant Grant of His Majestys Schooner *St John*—

Considering it a fortunate circumstance that His Majesty's Ship *Lively* under your Command is at this time in this Province, and being confident that His Majesty's Service on an extensive and general view is the true object of your Conduct, I therefore hope you will not think this requisition incompatible with the orders you may be under from the Admiral—

The *St. John* Schooner of four Guns being the only aid in the maritime department, except an armed Vessel fitted out by Letter of Reprisal now in this harbour, and Lord William Campbell's Schooner that arrived at the same time with the *Lively*—

As you are informed of the present situation of the *St. John* and His Majesty's Troops in St. Mary's River, I have directed the Sloop Captain Osborne Commander and the Schooner *Lady William* Captain Gickie Commander to put themselves under your Command—

With this force you will give me leave to request of you to proceed with all imaginable dispatch with His Majesty's Ship *Lively* to St.

Marys River in order to support His Majesty's Schooner and Troops in those parts against all attempts made by the Georgia Rebels, and I further beg that the utmost efforts may be put in force against these invaders of this Province and His Majesty's wise Government—

I trust you will take upon you on your arrival at St. Marys or with His Majesty's forces to give such orders and Commands as you may think fit for the general benefit of this Province consistent with the circumstances of events— I have the honor to be with the greatest respect Sir [&c.]

Signed Pat. Tonyn

Council Chamber St Augustine 6th August 1776

Eleven o'clock at night

[Endorsed] Copy Governor Tonyn's letter to Captain Bishop No 2.
In Govr Tonyn's No 20 of 15th August 1776

1. PRO Colonial Office, 5/556, 711–12.

JOURNAL OF H. M. S. *Pallas,* CAPTAIN WILLIAM CORNWALLIS [1]

August 1776	In Portroyal Harbor Jamaica.
Tuesday 6th	½ past 5 AM Weigh'd and made sail with 22 Merchant Vessels in Company, at 8 Portland Point WBS 4 or 5 leags, ½ past shortened sail for the Convoy. First part Fresh Breezes and Cloudy latter light airs, At 4 PM Point Pedro NEBE 4 or 5 miles, ½ past brot too, join'd with His Majestys Ship *Maidstone,* close reeft the Topsails, down Top gallt yards, at 6 Point Pedro EBN 7 or 8 miles, Bluefields NWBN,

1. PRO, Admiralty 51/667.

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7 Aug.

TRIAL OF THE SHIP *Princess Royal* [1]

Nova Scotia Court of Vice Admiralty } Cause
John Burr Esqr Commander of his Majesty's Ship of War the *Milford* VS the Ship *Princess Royal* a Recapture

5th August 1776	Libel filed and entered order made thereon as on file.
7th August 76	Court opened by making Proclamation as usual. Libel read Judge proceeded to examine Witnesses. George Davis being duly Sworn deposeth that he is a Mariner on Board the Ship called the *Princess Royal,* that on or about the 10th of July last off of the Island of Bermuda they were chased by an Armed Schooner called the *Sturdy Beggar* fitted out by some of the Colonies now in Rebellion that the said Schooner Fired at and hailed the said Ship *Princess Royal,* and ordered them to hoist out their Boat and go aboard the said

Schooner, that Archibald Duffy the Captain of said Ship *Princess Royal* told them he could not hoist out his Boat as it was Lumbered up, they in the Armed Schooner then hoisted out their own Boat & came aboard with Twelve men all Armed, took Possession of the Ship, & took out the master, Boatswain, 2d Mate, 5 Foremast men, a Black man Passenger & a Prentice Boy And then Shaped their Course for new England, that on the 25th of July last Captain John Burr Esqr Commander of his Majesty's Ship the *Milford* gave Chace to the Ship *Princess Royal,* within about 3 Leagues of Cape Anne, & took her within about 3 Miles of Newbury, & Brought the said Ship *Princess Royal* into the Port of Halifax [2] that said Ship and Cargo is owned by Persons residing in England & some of them in Jamaica. Signed George Davis Alexander Lieth late mate now Master of the Ship *Princess Royal,* Appeared & Claimed the said Ship *Princess Royal* & her Cargo in behalf of Archibald Duffy the former Master of said Ship, David Seemoody of London Mercht & others which was read as on file. The Advocate General then moved for a decree. The Judge Ordered the decree to be pronounced as on file, by which the Claimant was ordered to pay, one neat Eighth part of the said Ship and Cargo to the Captors thereof, & on such Payment the Ship and Cargo to be returned to the said Claimt for the use of the owners thereof.

Court adjourned without day in this Cause.—

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1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.
2. See Master's log of H. M. S. *Milford,* July 25, 1776. Volume 5, 1208.

John Langdon to Bayard, Craig & Co., Philadelphia [1]

Gent Portsmouth August 7th 1776

This will be handed you by Express Mr Greenleaf who is sent off to inform you of the arrival of the prize Ship *Reward* loaded with Sugars, Rum, Cotton &c lately belonging to London, to which place she was bound, from To[r]tola, taken by your armed Vessell the *Hancock* Captain [Wingate] Newman—On the Ships appearing off the Harbour, I ordered Capt. [Thomas] Thompson immediately to send the Boats belonging to the Continental Frigate to give her Assistance and see her safe moored along side of the Wharf, which was soon done. I shall give every necessary Assistance to Mr [William] Barton the Prize master till further Orders from you. I am with respect [&c.]

Jn° Langdon

P S. Mr Mercer and Mr Moore, who I understand are part Owners where with me few days since, where they are now I know not –[2]

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[1] John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

[2] See *New-England Chronicle,* August 15, 1776. According to the register, the *Hancock,* a brigantine, was owned by John Bayard, Joseph Dean & Co., Hazard, *et al.,* eds., *Pennsylvania Archives,* 2nd series, I, 502.

Cotton Tufts to John Adams[1]

[Extract] [Weymouth August] 7th.

. . . Am informd that a Jamaica Vessell with 300 Hhds. Sugar yesterday morning got into Providence taken by our Capt. Chase.[2] – Pray what is Hopkins Fleet about. – Would not our Privateers do service at Newfoundland among the Liverpool Men.

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[1] Butterfield, ed., *Adams Family Correspondence,* II, 82–83. Continuation of August 6 letter.

[2] William Chace, commander of the Rhode Island privateer sloop *Diamond.*

Journal of the Rhode Island Sloop *Independence,* Captain Jabez Whipple[1]

Dayly Remarks On Wensday th 7 Augst 1776

[4 A.M.] sot T Sail and all the small Sail Lattr part plesant wether smuth Sea a Good o[b]servation
Lattd. OBsrd 35..54 Longd 60:7
the first part of this 24 hours Begins with plesant wether smuth sea Middel plesent Light Brezess Beniman Syms raysing a muteny on Boord the Slupe *Independence* & peleg hoxey master Gave a Frapping & found it to Be the Method to take –

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[1] *Independence* Journal, RIHS.

Interrogation of Thomas Stacy, Prize Master of the British Ship *Jane*[1]

[Providence]

Interogatories answered by Thomas Stacy Prize Master of the Ship *Jane.*
Aug. 7th 1776

Intero.	When was the Ship taken and by whom?
Answr	the said Ship was taken the 22nd Day of July 1776 by the private Sloop of War called the *Diamond* Wm. Chace commander
Interog.	From whence was the said Ship bound and, to what port? –
Answr	from the Island of Dominica to the Port of Bristol in Great Britain
Interog.	Was the said Ship equipped with any Cannon?
Answr	She had on board 4 Cannon 4 pounders & some powder and Shott.—
Interog.	What are the Contents of the said Ships Cargo, and what Tonage is She?—

Answr She is of the Burthen of about 220 Tuns and her Cargo consists of about 310 hhd of Sugar, about 200 Barrels of Oyle &c – [2]

Sworn to Aug. 7:1776
before me
John Foster Judge in Prize Matters

Thomas Stacy

[Endorsed] No 2 Interogatories answd by Thos Stacy Prize [Master] Aug. 7th: 1776 Wm. Room late master of the *Jane*

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1. Admiralty Papers, vol. 9, R. I. Arch.
2. *Ibid.*, the ship's papers list the cargo as follows:

No 5 General Clearance for 109 Casks of Muscovado Sugar at Dominica – July 1: 1776 –
No 6. Certificate for 109 Casks of Sugar at Dominica – July 1: 1776 –
No. 7. Certificate for 109 Casks Sugar at Dominica – July 1: 1776 –
No. 9 Certificate for 109 Casks Sugar at Dominica – July 1: 1776.
No. 10. Certificate for 298 Casks Sugar and for 89 Barrels Whale Oyle at Rupert's Bay July 2: 1776 –
No. 11. Certificate for 189 Casks of Muscovado Sugar at Prince Ruperts Bay July 2: 1776
No. 12. Certificate for 89 Barrels of Whale Oyle at Ruperts Bay July 2: 1776.

The prize papers include the register of the Ship *Jane* at Bristol, a square sterned vessel of 120 tons, on April 27, 1775, and a copy of Captain William Chace's Continental commission of July 6, 1776 supplied to the prize master.

AGREEMENT TO SUPPLY MASTS AND SPARS FOR THE CONTINENTAL FRIGATES BUILT AT PROVIDENCE [1]

This Agreement made at New Hartford, the 7th day August in the Year of our Lord One Thousand seven hundred & seventy Six, Between, Abraham Pettibone, Abraham Kellogg, Seth Smith & Martin Smith, On the One part and William Russell in behalf of the Naval Committee of Providence on the Other part, Witnesseth, That the said Pettibone, Kellogg & Smiths hath Under taken and doth hereby undertake & Agree to Supply the said Naval Committee with the following Masts & Sparrs as follows Vizt

One Main Mast, Eighty Eight feet long, to Work Twenty Eight Inches,
One Fore Mast, Eighty feet long –, to Work Twenty seven Inches,
One Mizzen Mast, Seventy Eight feet long, to Work Twenty Inches,
Two Main yards, Seventy five feet long, to Work Seventeen Inches
Two Main Top Masts, Fifty one feet long, to Work Each Seventeen Inches –
Two Fore Top Masts, Fifty feet long, to Work Sixteen Inches,
Two Main Top sail yards, Fifty one feet long, to Work Ten Inches,
Two Fore Topsail yards, Forty Eight feet long, to Work Nine & half Inches –
Two Crockett yards, Fifty four feet long, to Work Eleven Inches.
Two Sparrs for Sweeps, Forty five feet long, to Work Eight Inches, –

All which Masts & Sparrs are to be Good & Sutable for the Ships [of] Warr they are designed for. And Deliver the same at or near the Ferry in Hartford as soon as maybe to the Care of Mr Barnabs Deane—

And The said Naval Committee on their part Agree to pay the said Pettibone, Kellogg & Smiths, on the Delivery of the said Masts & Sparrs as aforesaid at and after the same rate which Mr Barbs Deane payd Abraham Kellogg for those he has Supplyed him for the Ship of Warr Building at Chatham, and also over and above said price what Extray, Expence & Damage they the said Pettibone, Kellogg & Smiths, may be obliged to pay in Order to make all possable Dispatch in Geting such Masts & Spars Down to Hartford ferry.—

In Witness whereof the Partys have hereunto set their hands the day and year above Written—

Witness

Herman Smith

W^{m} Russell in behalf of
the Naval Committee of
Providence

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1. Silas Deane Papers, ConnHS.

Nathaniel Shaw, Jr. to Governor Jonathan Trumbull, Lebanon [1]

[Extract] New London Augst. 7, 1776

. . . We have purchased the Bermudians Sloop for the Colony at £ 2710.15/6 Phila Cury which was the very lowest price we could git & their was severall people from Providence who whould give the Same Viz what She Cost – We shall fitt her out soon as possible agreeable to your Directions [2] . . .

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1. Shaw Letter Book, YUL.
2. To replace the brig *Defence,* and to take the same name.

Major General Horatio Gates's Orders to Brigadier General Benedict Arnold [1]

Upon your Arrival at Crown-Point you will proceed with the Fleet with [*sic* of] the United States under your Command, down Lake Champlain to the narrow Pass of the Lake, made by the Split Rock; or to the other narrow Approach, down the Lake made by Isle-aux-Tetes, and the opposite Shore. You will Station the Fleet in the best Manner, to maintain the Possession of those Passes, according as your Judgment shall determine, cautiously avoiding to Place the Vessels in a Manner which might unnecessarily expose them to the Enemy's heavy Artillery, from the Shore.

You will most religiously observe that it is my positive Order, that you do not command the Fleet to Sail below the Pass of the Isle-aux-Tetes above mentioned, incessantly reflecting, that the Preventing the Enemys invasion of our Country, is the ultimate End of the important Command, with which you are now intrusted. It is a defensive War we are carrying on; therefore, no wanton risque, or unnecessary Display of the Power of the Fleet, is at any Time, to influence your Conduct. Should the Enemy come up the Lake, and attempt to force their Way through the Pass you are stationed to defend in that Case you will act with such cool determined Valour, as will give them Reason to repent their Temerity. But if, contrary to my Hope and Expectation, their Fleet should have so encreased, as to force an entrance into the upper Part of the Lake then after you shall have discovered the Insufficiency of every Effort to retard their Progress, you will, in the best Manner you can, retire with your Squadron, to Ticonderoga. Every Vessel in the Fleet, being furnished with a Batteau, you will have it in your Power to Keep out Scout Boats at Night, and occasionally to annoy the Enemys small Craft. In the Day Time, your Boats can act, when Opportunity offers, under Cover of the Cannon of the Fleet.

As the most Honourable the Congress of the United States, rest a great Dependence on your Wise and prudent Conduct, in the Management of this Fleet, you will on no Account, detach yourself from it, upon the lesser Services, above mentioned. A resolute, but judicious Defence of the Northern Entrance into this Side of the Continent, is the momentous Part, which is committed to your Courage and Abilities. I doubt not you will secure it from further Invasion.

As I am entirely unacquainted with martime Affairs, I shall not presume to give any Directions, respecting the Duty and Discipline of the Seamen and Marines, on board the Fleet. I have traced the great Outline of that Service, which your Country expects from the Rank and Character you have acquired.

I have, as is my Duty, fixed the Limits, beyond which you are not to go; But you must communicate that Restriction to nobody. I wish, on the Contrary, that Words, occasionally dropped from you, with that Prudence which excludes every Sort of Affectation, and which, I believe, you possess, may, together with all your Motions, induce our own People to conclude it is our real Intention to invade the enemy; which, after all, may happen. It will keep up their Spirits, without affecting your Reputation, whatever may be the Event.

It only remains for me to recommend you to the Protection of that Power upon whose Mercy we place our Hopes of Freedom here, and of Happiness hereafter.

You will frequently report the State and Situation of your Fleet, and of every interesting Occurrence.

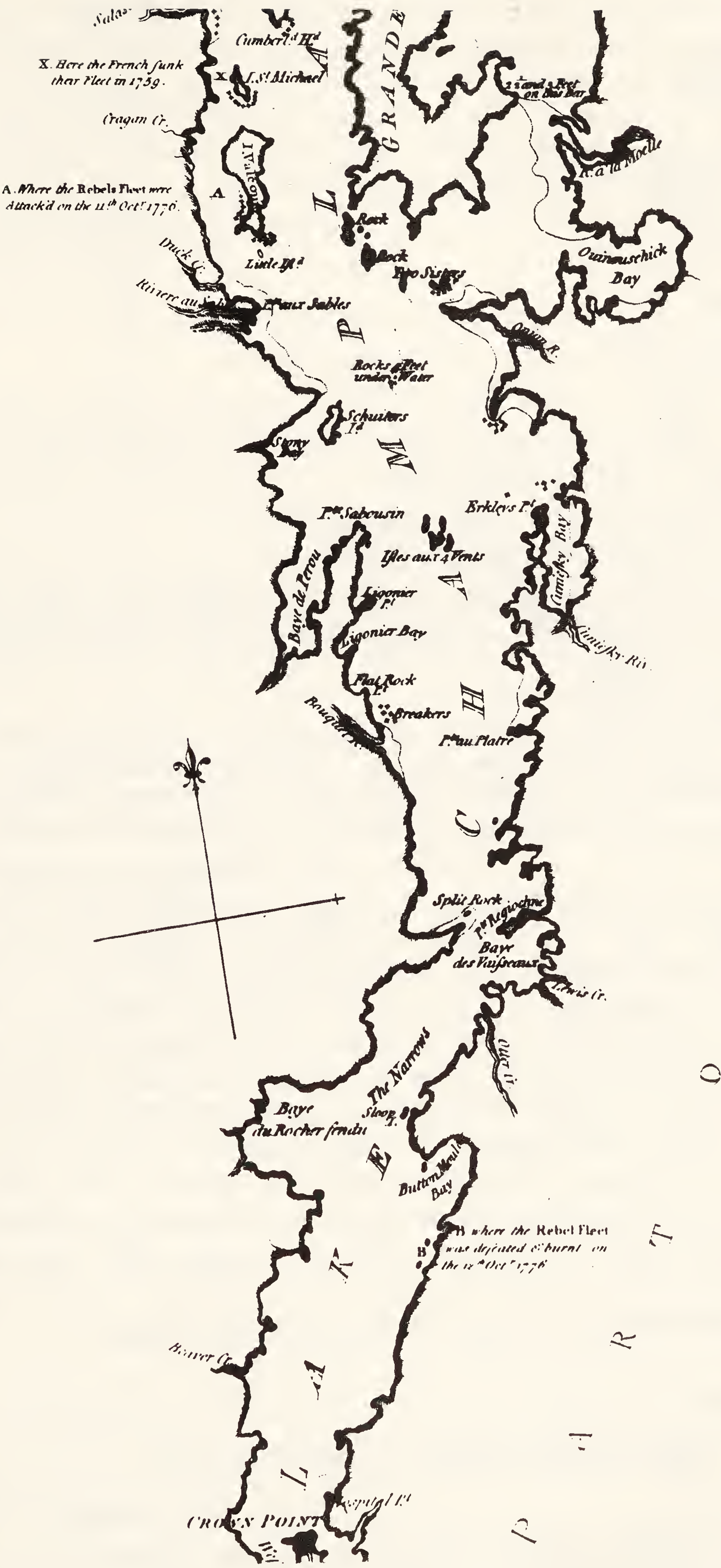
Given at Ticonderoga, this 7th Day of August 1776. –

Horatio Gates

1. Gates Papers, NYHS. Copy in Washington Papers, LC.

"A LIST OF THE NAVY OF THE UNITED STATES OF AMERICA ON LAKE CHAM[P]LAIN AUG. 7TH 1776 –" [1]

	C. Guns	Swivels	and Men
1. Row Gally. *Congress*	6.	16	80
2. do *Washington*	6.	16	80
3 – do *Schuyler*	6.	16	80
4 – do *Lee*	6.	10	65
Schooner *Royal Savage*	12.	10	60


Salas
X. Here the French sunk their Fleet in 1759.
X
I. St Michael
Cumberl.d Hd
Cragan Cr.
I. Valcour
A. Where the Rebels Fleet were Attack'd on the 11th Octr 1776.
A
Little Isd
Duck Cr.
Riviere au Sable
Pt aux Sables
GRANDE
Rock
Rock
Two Sisters
2 ½ and 3 Feet on this Bar
R. a la Moelle
Ouinouschick Bay
Onion R.
Rocks 2 Feet under Water
Schuiters Id
Stony Bay
Pt. Sabousin
Erklers Pt
Isles aux 4 Vents
Baye de Perou
Ligonier Pt
Ligonier Bay
Camisky Bay
Camisky Ri.
Flat Rock Pt
Bouquet R.
Breakers
Pt au Platre
Split Rock
Pt Regiochne
Baye des Vaisseaux
Lewis Cr.
Otter R.
The Narrows
Sloop I.
Baye du Rocher fendu
Button Mould Bay
B where the Rebel Fleet was defeated & burnt on the 13th Octr 1776.
B
Beaver Cr.
Hospital Pt
CROWN POINT
LAKE CHAMPLAIN
PART OF NEW YORK

Lake Champlain from Crown Point to Valcour Island.

	G. Guns	Swivels	and Men
Sloop *enterprize*	10.	10	60
Schooner *Revenge*	8.	10	40
Schr *Liberty*	8.	8	35
Gondola *Newhaven*	3.	8	45
do *Providence*	3.	8	45
do *Boston*	3.	8	45
do *Spitfire*	3.	8	45
do *Philada*	3.	8	45
do *Connecticut*	3.	8	45
do *New Jersey*	3	8	45
do *New York*	3.	8	45

NB. each Gally Mounts 2. 24 pounders, 2. 12 pounders & 2 – 6 pounders, each Gondola 1. 12 & 2. 9 pounders

The Sloop & Schooner carry 3 – 4 & 6 pounders

6 Gondola's end compleat – one Gally Launched

The Sloop & Schooners compleated – the whole will be ready compleated in the course of this month & four other Gally's will be compleated by the middle of September

1. Hayes Manuscripts, NCDAH.

2. Mr. Edwin N. Rich, Wellfleet, Mass., and Mrs. James Lonergan of Ticonderoga, N. Y., have done extensive research on Arnold's vessels and their armament. Copies of their findings are in the holdings of the Naval History Division, Navy Department, Washington, D. C.

Brigadier General Benedict Arnold to Major General Horatio Gates [1]

Dear General Skensborough Augt 7th 1776

I found on my arival here last evening, the Gallies much forwarder than I expected, three will be launched in a Fortnight, if not sooner & Timber is Cutt For three or four others, the Carpenters are Very Industrious, & spirited, nothing will Retard the building but want of Plank, & Iron, I have wrote Capt. Varick to hurry on the Latter, & have ordered the Carpenters to omit building more Gondalos than those on the Stocks—as they take a large quantity of Plank, & retard the Building of the Gallies, which are of more Consequence. One Gundalo will be Launched To morrow & the eighth & last in a few days—The Seamen will be Drawfted this afternoon, & to'morrow I hope to have the pleasure seeing you at Tyonderoga. I am with Sentiments of Esteem & respect Dr. General [&c.]

B Arnold

PS Militia come In fast, nothing new at Albany the 4th Inst

B A

1. Gates Papers, NYHS.

George Washington to John Hancock [1]

[Extract] New York, August 7, 1776.

I have transmitted a Copy of a Letter from Mr. Jona. Glover, setting forth the nature and Grounds of a dispute between him and a Mr. [John] Bradford respecting their Agency.[2] Not conceiving myself Authorized, nor having the smallest inclination to interfere in any degree in the matter; It is referred to Congress, who shall determine and give direction upon it in such manner as they will Judge best. I will only observe, that Mr. Glover was recommended to me as a proper person for an Agent when we first fitted out Armed Vessels and was accordingly appointed one, and so far as I know, discharged his Office with fidelity and Industry.

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1. Fitzpatrick, ed., *Writings of Washington,* V, 379–81.
2. Continental Agent in Boston.

George Washington to John Hancock [1]

Head Quarters, 1. OClock P. M., August 7, 1776.

Sir: Since closing the Letter which I had the honor to write you this Morning, two deserters have come in, who left the *Solebay* Man of War last Evening. – one of them is a Native of New York. Their Account is that they were in the Engagement with Col. Moultrie at Sullivan's Island on the 9th. July [*sic*]; the particulars they give nearly correspond with the narrative sent by General Lee; that they left Carolina 3 Weeks ago as a Convoy to 45 transports, having on board General Clinton, Lord [Charles] Cornwallis and the whole Southern Army, consisting of about 3000 Men, all of whom were landed last week on Staten Island, in tolerable Health.

That on Sunday 13 Transports part of [Richard] Howe's fleet and having on board Hessians and Highlanders, came to Staten Island: that the remainder of the Fleet which was reported to have in the whole 12000 Men; had parted with these Troops off the Banks of Newfoundland and were expected to come in every moment; that they were getting their heavy Carriages and Cannon on board; had launched 8 Gondolas with flat Bottoms, and 2 Rafts on Stages to carry Cannon. These men understand that the attack will soon be made, if the other Troops arrive; That they give out they will lay the Jerseys waste with Fire and Sword. The computed Strength of their Army will be 30,000 Men. They further add, that when they left Carolina one Transport got on Shore, so that they were not able to give her relief, upon which she surrendered with 5 Companies of Highlanders to General Lee, who after taking every thing valuable out of her brunt her

That the Admiral turned General Clinton out of his Ship after the Engagement, with a great deal of abuse; great differences between the Principal Naval and Military Gentlemen; that the Ships left in Carolina, are now in such a Weakly distressed condition they would fall an easy Prey. I am, etc.

P.S: The Ships are changing their position, and the Men of War forming into a Line but I still think they will wait the arrival of the remaining Hessians before any general attack will be made. Monday's return will shew our strength here.

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1. Fitzpatrick, ed., *Writings of Washington,* V. 382–83.

Governor Josiah Martin to Lord George Germain [1]

On board The *Sovereign* Transport in
the Narrows of New York Harbour
August 7th 1776.

My Lord,

Ihave the honour to acquaint Your Lordship that Iarrived on the 1st instant with General Clinton and his Division of the Army at this place, where I find all manner of preparation going forward for the great scene that is likely to be opened on this theatre; and which I most fervently hope will soon close with all honour and glory to the Vigour and spirit, and to the Wisdom and magnanimity of Britain's Councils.

I am to pray Your Lordships pardon for the omission of some advices in my Dispatches from North Carolina which Iought to have transmitted earlier. – The first My Lord regards the institution of a Court of Vice Admiralty in Cape Fear River, which in the course of its proceedings, took cognizance of prizes, brought into the Port, by the King's Ships of War, after the Act of Parliament prohibiting all trade with that Province, and most of the other Continental Colonies became known there; as well as of such as were brought in previously to the declaration of that law. but Iam to observe to Your Lordship, that most, if not all of the condemnations which passed, were founded on breaches of former Acts of Trade. the circumstances My Lord which led me to the measure of instituting a Court of Vice Admiralty at that period, Iflatter myself will justify it to Your Lordship, however it may seem, at first view, to militate against the intentions of the Act of Parliament before alluded to.

When General Clinton arrived in North Carolina in March, Provisions were extremely scarce on board The Ships there. At this time and soon afterwards, no prohibition then known, the Cruizers brought in Sundry American Vessels loaded with Rice bread and flour &c. all of which were locked up from use for want of some legal mode of proceeding against them. The Captors urged me to establish a Court of Vice Admiralty that their prizes might be brought to trial. The General saw it absolutely necessary that the Cargoes should be distributed for the immediate support of The Ship's Crews and the few Soldiers who were there, as well as the need there would be of such supplies when the number of mouths should increase by the arrival of the expected Armament from Ireland. The prohibitory Act of Parliament arrives while these matters were agitated. – Isaw My Lord that it contained no express restraint ofthe powers vested in me as His Majesty's Governor of that Province to constitute a Court of Vice Admiralty, while it bore a manifest interdict to the Captors to bring their prizes into the Ports of a Colony ofa description too corresponding with the then state of North Carolina. I represented this to the Captains of The King's Ships of War, who acknowledged they were forbid by the Act to bring Prizes into such Ports: Alleging on the other hand, that if following the letter of the

Act, they were obliged to send their prizes to distant Ports, where they might be tried, they should unman their Ships, and render them unfit for service; and that as they confidently relied on the expediency, and necessity of the case for their indemnification, they wished to hazard the trial of their prizes in a Court of Vice Admiralty there. After mature consideration, being clearly of the opinion that the Act of Parliament did not restrain the jurisdiction of the Vice Admiralty Court; discerning no possible ill consequence from the condemnation and sale of Prizes at that Port, and seeing that the ends and objects of the Act of Parliament of preventing succour going to the Rebels were fully answered while the purchase of prizes and their Cargoes was necessarily confined to His Majesty's Fleet and Army, I gave into the measure of erecting a Court of Vice Admiralty, and that relief was afforded by it in a formal course of proceeding, which necessity must otherwise have compelled the Commander in Chief to take by the strong hand of power.

My next omission My Lord was the neglect formally to notify to Your Lordship that with the approbation of General Clinton I hired the Ship *Jenny* John McNeil Master of three hundred and ten Tons burthen for the reception and accommodation ofa number ofHis Majesty's faithfull subjects who fled to the Fleet in Cape Fear River for protection, and could not be otherwise provided for. of this circumstance My Lord Ishall think it proper at the present opportunity to advise The Lords Commissioners of His Majesty's Treasury and Ishall humbly hope that my conduct in both these cases will meet with Your Lordships approbation.

My best information since the unfortunate check of the Loyalists in North Carolina, (of which Ihad the honour to give Your Lordship the minutest detail then in my power in my Dispatch No. 1.) teaches me to think their good purpose was frustrated atlast by egregious misconduct; and that they would have made their way good, even in the small force they appeared, if they had been conducted with a little more prudence; the want of which cannot be enough lamented: more especially as expence to Government, was necessarily incurred, in the course of that unlucky business.

Ihave now My Lord the sore mortification to find my family inaccessible at only Twenty miles distance: but Itrust the time is at hand that will deliver them, and me from misery; my share of which, abstracted of the circumstances of my family's distress in a sort of Captivity, (that Your Lordship will believe have not been a little afflicting to me) Ileave to Your Lordship to compute, after observing, that I have now spent nearly fourteen months on board divers ships, under every possible disadvantage, and inconvenience. Ihave the honor [&c.]

Jo. Martin.

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1. PRO, Colonial Office, 5/318, LC Photocopy.

JOURNAL OF AMBROSE SERLE [1]

[On board H. M. S. *Eagle*]
Wednesday, 7th August.

A Rifleman, who got off from Long Island last night, was brought on board this Morning, and his Gun with him. It was of a handsome Construction, and entirely manufactured in America. As there are no Flints in this Country, they have smuggled them in from Holland & France.

The *Orpheus* & *Greyhound,* two Frigates sent out upon a Cruize, returned without seeing any thing of the Fleet, which gives much anxiety.[2]

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1. Tatum, ed., *Serle's Journal,* 56,57.
2. Transports, with Hessian troops on board, under convoy of Commodore William Hotham.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Wednesday, August 7, 1776

A letter from Captain N. Biddle to the Marine Committee, was laid before Congress, and read; Whereupon,

Resolved, That the General [Washington] be directed to propose an exchange of Lieutenant [James] Josiah, by giving in exchange for him a lieutenant of the navy of Great Britain, and that the general remonstrate to Lord Howe on the cruel treatment Lieutenant Josiah has met with, of which the Congress have received undoubted information.[2]

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1. Ford, ed., *JCC,* V, 635–36.
2. See Hancock to Washington, August 8.

COMMITTEE OF SECRET CORRESPONDENCE OF THE CONTINENTAL CONGRESS TO SILAS DEANE [1]

Dear Sir Philadelphia August 7th, 1776.

The Above is a Copy of our last, which went by the *Dispatch* Captain [Peter] Parker.[2]

The Congress have since taken into consideration the heads of a Treaty to be proposed to France, but as they are not yet concluded upon, we cannot say more of them per this conveyance.

You will see by the Newspapers which Accompany this, that the expedition against South Carolina is foiled by the gallant resistance made there. The Enemy, much diminished by Sickness, it is thought will attempt nothing farther in those parts. The people of North Carolina, Who at first had taken up their Bridges, and broken the Roads, to prevent the Enemy's penetrating their Country; have since, being ready to receive him, repaired the Roads and Bridges, and Wish him to Attempt making use of them.

Gen: Howe is posted now on Staten Island near New York, with the Troops he Carried to Halifax when he was driven out of Boston. Lord Howe is also arrived there with some reinforcements, and more are expected, as the great push seems intended to be Made in that Province.

Gen. Washington's Army is in possession of the Town, about which Many entrenchments are thrown up, so as to give an opportunity of disputing the possession with G: Howe, if he should attempt it, and of making it cost him something: but it is not so regularly fortified as to Stand a Siege. We have also a flying Camp in the Jerseys, to harass the Enemy if he should attempt to penetrate thro' that Province to Philada.

In the different Colonies we have now near 80.000 Men in the pay of the Congress. The Declaration of Independence Meets with universal approbation, and the people everywhere Seem more animated by it in defence of their Country. Most of our Frigates are Launched in the different Provinces, and are fitting for Sea with all the expedition in our power. They are fine Ships, and will be capable of good service. Our small Privateers and Continental arm'd Vessels have Already had great success as the papers will shew you: and by abstaining from Trade ourselves while we distress that of our enemy's, we expect to Make their Men of war weary of their unprofitable and hopeless Cruises, and their Merchants Sick of a Contest in which so much is Risk'd and Nothing gained. The forming a Navy is a very capital object with us, And the Marine Committee is ordered to bring in a Plan for increasing it very considerably. The Armed Boats for the defence of our Rivers and Bays grow More and More in repute. They Venture to attack large Men of War, and are very troublesome to them. The papers will give you Several instances of their success.

We hope that by this time you are at Paris, and that Mr [Thomas] Morris has joined you, whom we recommend to you Warmly, and desire you May Mutually co-operate in the Public Service. With great esteem We are Dear Sir [&c.]

B. Franklin Benj. Harrison Rob^{t} Morris.

[Endorsed by Deane] Letter from Secret Committee [3]

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1. *New England Historical and Genealogical Register* (Boston, 1877), XXXI, 100.
2. The *Dispatch* was taken off the Delaware Capes by H. M. S. *Orpheus,* and the dispatches and letters sent by her were cast overboard before capture.
3. While endorsed from the Secret Committee, the letter was from the Committee of Secret Correspondence; one of the signers, Benjamin Harrison, being a member of the latter committee and not of the former.

MARGARET TARRAS TO CAPTAIN NICHOLAS BIDDLE [1]

Philad August. th 7. 1776.

Sir

Mr pain being gone to the camp I have Taken the liberty to trouble you with a answer to your Letter Capt biddle goodness I know will excuse the Writeing and the Stile. with a heart full of greif for the Fate of a worthy brother obligd to Smother that greif For fear of more distressing an aged father, the prayers of that father and Sister Shall attend and wish you Success in all your undertakeings for your humannity And trouble you took tho without effect for his release [2] Poor fellow his letter has a most broke his father heart To think their insults is not enough but to threaten To wip him two but Shure they dare not do it? heaven and earth will avenge our cause and Such Wretches will not go unpunished? I waited upon Mr hancock With your letter he told me a copy of my brothers letter Was yestarday read in Congress that an order was gone For his immediate release that he was very Sorry to hear of his ill usage and would do all that laid in his power to forward his exchange and that he Should have all the redress in their power to give – Such Assurance has a little abated our trouble as I am in hopes in a little wile, he will be with you again I do Not dought your Still useing your interrest when the order arrive to forward his exchange Should you have An oppurtunity to Send to him please to let him know We are as well as we can be wile he is prisoner amongst Savages that was enough but to hear he is used ill is Double trouble but I hope he will live to repay them Back the whole! his father begs you will accept his Thanks for what you have done for him? for my Self I will ever retain a gratefull Sence of what Capt Biddle has done to Serve my Brother

Margret Tarras

1. Nicholas Biddle Papers, on deposit at HSP.
2. Lieutenant James Josiah, first lieutenant of the brig *Andrew Doria,* who had been captured in the prize ship *Crawford,* and was a prisoner on board. H. M. S. *Cerberus.* He was a son of Emanuel Josiah, an aged former ship captain of Philadelphia, and Margaret Tarras was an older sister, *Pennsylvania Magazine of History and Biography,* LXXIX, 453–55.

Deposition of John Parks, Prizemaster of the Ship *Friendship* [1]

Port of Philada p—

Personally appeard before me—John Park Master of the Prize Ship *Friendship* (taken by Capt Weeks [Lambert Wickes] in the *Reprisal*) now riding at anchor in the port of Philada who being duly Sworn deposeth & saith that the said Ship is now in so leaky a Condition that there is great danger of injuring her cargoe which consists in part of Sugar & other perishable comodities in case the same be not unladen or some part thereof so as to find out & Stop the leak—

Sworn & Subscribed John Parks
Augt 7th 1776 –
Cert[ified] – Geo: Ross

Mem: on making the above Depositn a Warrant issued to Maurice Rodgers Merchant William Davis & John Lockton Ship Masters licensing them or any two &c to unlode so much of the Cargo as might be necessary to come at & stop the Leak and prevent further Damage & make Return &c.

1. Admiralty Court Papers, HSP.

Pennsylvania Gazette, Wednesday, August 7, 1776

Philadelphia, August 7.

Since our last arrived at Egg-Harbour the brig *Richmond,* taken by the privateer *Congress,* Capt. [John] Craig, of this port; she was bound from London (but last from Nevis) for Halifax, laden with rum, sugar and molasses, and had a great quantity of gold on board, said to be worth near 20,000 l.

"ANOTHER LETTER FROM PHILADELPHIA, AUGUST 7." [1]

Since my last, we have arrived, a sloop from North Carolina, with naval stores, and a sloop of 8 four pounders; she belonged to the Goodrich's, of Virginia, and was commanded by one of them; was out three days from Bermuda, when he discovered and gave chace to the brig *Lexington,* Captain Barry, but finding his mistake, put about, too late; for in about an hour and a half, Barry ran along side, when she struck. She has eight Negroes on board; all, or most of the men, to the amount of 25, entered on board of Barry.— [William] Goodrich is a prisoner on board the brig.[2]

This morning we have an express from a schooner taken by Capt. Weekes, in the continental ship *Reprisal;* he was bound from St. Vincents for Liverpool, with upwards of a hundred hogsheads of rum, and is safe at Absecomb Inlet. They bring an account of his having taken a ship of four or five hundred tons burthen, from Grenada for London; she was quite full and by the captors said to be worth 35,000 l. A ship was seen last Wednesday to the southward of our Cape, by the North-Carolina man, which we hope is the prize.[3]

Capt. Fowler in a sloop belonging to your city [New York], is arrived at Egg-Harbour with 4000 l. worth of indigo, in 12 or 13 days from Charlestown; she passed the fleet in a thunder storm –

[1] *New-York Journal,* August 8, 1776.

[2] Sloop *Lady Susan.*

[3] Schooner *Peter* and ship *Friendship.*

Maryland Journal, WEDNESDAY, AUGUST 7, 1776

Baltimore [August 7].

Capt. John [*sic* James] Campbell, Commander of the *Enterprize* Privateer, from Baltimore, has taken and sent into Chingoteague, a brig loaded with Molasses; and a ship from Barbadoes, to England, is sent into Sinepuxent, on the 24th ult. When the Brig left Capt. Campbell, he was in chase of a ship, deeply laden, and expected to be in possession of her in a few hours. The prize ship which is safe arrived in Sinepuxent, is said to have on board a great Quantity of Spanish dollars, &c. &c. and was taken by Capt. Campbell the 18th ult.

MARYLAND COUNCIL OF SAFETY TO THE MARYLAND DELEGATES IN THE CONTINENTAL CONGREES [1]

No 121.

Gentn We have been informed Lieutt Steuart, of Captn [John Allen]

Thomas's Company has lately accepted a Commission from Congress in the marine service[2] – if the fact is so, it must superceed the commission he holds under us, & upon a presumption of the truth of it, we have filled up the vacancy occasioned by the removal & promoted the other officers, & inclose the commissns to you to be delivered the several officers, if Mr Steuart is removed, or return to us, if he is not. We are [&c.]
[Annapolis] Augt 7th 1776

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1. Council of Safety Letter Book, No. 1, Md. Arch.
2. John Stewart appointed Marine captain June 25, 1776 for the frigate building in Maryland, the *Virginia*. Ford, ed., *JCC,* V, 478.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN JAMES NICHOLSON[1]

No 122.
Sir We have some powder and small arms arrived at great Wiccomico in Virginia[2] – we want your Small Tender to go up that river for them, and the ship *Defence* to go down below the mouth of Potowmack to protect her – come down therefore, as soon as you can, & call on us for a letter to the person, who has the military stores under his care. We are [&c.]
[Annapolis] 7th Augt 1776

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1. Council of Safety Letter Book, No. 1, Md. Arch.
2. In the brig *Molly,* Captain Thomas Conway.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Wednesday August 7th 1776.

Ordered that a Draft be made on The Honble The Virginia Delegates at Congress in favour of Daniel and Samuel Hughes for four hundred and twenty nine and one third Dollars for two peices of Cannon by them furnished for the use of the Potowmack Rowe Gallies in the Service of this State; Also, that a Draft be made on them in favor of the Council of Safety of Maryland for the expence of proving the said Cannon.[2]

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1. McIlwaine, ed., *Journals of the Virginia Council,* I, 111, 112.
2. For the expense of proving two eighteen pounders, Maryland was paid "Twenty eight pounds, two Shillings," Red Book, XV, Md. Arch.

MASTER'S LOG OF H. M. S. *Roebuck*[1]

August 1776	Cape Henry SbE 4 Miles
Tuesday 6th	A.M Took the Remainder of the Cargo out of the *Pembroke*'s Prize and Strip'd her[2] Light Winds and fair P M at 3 Departed this Life Serjt Tenham of Marines Weigh'd & Shifted our birth and Anchor'd in 4½ fath Cape Henry SbE 4 Miles
Wednesday 7th	A M. at 3 departed this life Jno Johnson Corpl Made the Signl Weigh'd & made sail with the Remainder of the fleet, and set fire to two unserviceable Vessels Cape

Henry WSW 3 Miles, 18 Sail in Company,[3] at 12 Cape Henry West 4 Lgs
First & Latter Parts Modt & fair.

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[1] PRO, Admiralty 52/1965.

[2] The sloop *Susannah*.

[3] One vessel in this convoy carried the departing Lord Dunmore.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY [1]

[Halifax] Wednesday August 7th 1776

Capt Hardy Owner of the Brig *Betsey* bound on a Voyage to Hamburg on Continental Service having represented to this Board that he himself risques the Vessel against the danger of Seas and the barratry of the Master and that [John] Gale and [William] Colvert nominated by this Board as proper Persons to take the Command of her are strangers to him and he apprehends unacquainted with those Seas to which she is bound, Resolved that the former Resolution respecting this matter so far as it relates to Gale and Colvert be rescinded [2] and that the Committee of Edenton to appoint any known Freind of American Independance to the Command of the said Brigg.

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[1] Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

[2] Resolve of August 1, 1776.

RICHARD ELLIS TO CORNELIUS HARTNETT [1]

Dear Sir New Bern 7th August 1776 –

above you have an abstract of a Letter from Mr [Peter] Knight concerning the Guns, Swivels, Ball &ca &ca ordered for the use of the *Pensylvania Farmer* and paid for at least as far as 800 Dollars wd go which I remitted him in Bills,[2] he never has advised me how much the whole of the articles ordered cost; I should be glad to have your Directions whether to order him to Dispose of them on acct. of the province or not – We have at last got in the way of running Bullets, and this week will have as many as will do for the Brig. Mr [Joseph] Leech has been at the Mari's works about 18 miles up Trent 3 Days ago, and says he saw him cast several, and after that Day he was in no Doubts but he cd run 100 or more a Day, the Brig goes down tomorrow or next Day at farthest – This Day I purchased a small Sloop and not having procured either officers or men, beg you will send me an order to Mr Sitgraves to let me have (on Complying with the terms) one of the two Commissions he has in his possession as she will be ready to sail by the time Mr Neal returns, not a line to be got in Town I refer you to the Bearer Mr Neal for news I am Sir yours and the Gentlemen of the Council's [&c.]

Rich^{d} Ellis

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[1] Secretary of State Papers (Correspondence of Council of Safety, 1776), NCDAH. Hartnett was chairman of the North Carolina Council of Safety.

[2] *Ibid.*, the abstract of the letter from Peter Knight, dated Philadelphia, July 15, 1776, reads: "Should you incline to have the Cannon &ca sold, could sell them now to a profit expected you wd have said something about the sale of them as you cannot get them to your place; but suppose you mean to have them ly at the risque of your Province till winter, and then perhaps send for them."

Lieutenant William Grant, R.N., to Governor Patrick Tonyn [1]

Copy Off St Maries Barr 7th Augst 1776

Sir I had the honour to write you yesterday, inclosing the intelligence from Mr [John] Martin which I am sorry to Acquaint you is too true. – The Moment I received it I sent for [Stephen] Egan and desired him to take such measures as he thought best to Secure Lady Egmont's Property. As I proposed going off the Barr; At the same time sent an express to Captain Graham Unmoor'd, Weighed, and dropt down the Schooner to Amelia North End, and Anchor'd about a quarter of a Mile from the Shore—As soon as the Tide would permit I sent the Pilot and Midshipman in two Sailing boats to Assist Captain Graham—The Sloop and *Pompey* who got down to Egan's landing on Thursday Morning.

I wrote Captain Graham and have Sent you a Copy inclosed.[2] On which he came on board the *St John* I repeated the same request and much pressed of him a reinforcement of (20 Soldiers) also pressed him to embark the Troops in the *St John,* Governor's Sloop and *Pompey,* urged in that case we could make a resistance by being united, and prevent their landing on Amelia by placing them in such a Manner to prevent them passing Amelia Point—In Answer to which Captain Graham told me, he would Consult Egan and the Wrights—And give me an Answer in the afternoon, As the Ebb was made, and the Rebels Vessels expected to make their Appearance every Minute—I sent the Pilot in the afternoon to wait on Captain Graham, who brought me back word from him, that he would write me to Morrow Forenoon, (or if convenient) come himself, I kept the Schooner in the best Place and Position for defence she would Admit of and the boats Mann'd and Armed to reconnotre the Coast along Cumberland and Amelia Shore—at 9 (P M) my Officer called on Captain Graham, who was on board the Governor's Sloop, he told him that some of Wrights Negroes had returned from Lynch's Plantation near the No End of Cumberland Island, and said there was no Vessels to be seen in the Sound—at 4 (A M) saw a large flat resembling a Vessel cut down and made into a floating Battery, with one Mast and liberty Colours flying, full of Ports and a great Number of Men.—Hove Short, loaded the Guns with Round and grape Shot. Saw two More Vessels coming round Cumberland Point after the flat who was rowing and To[w]ed by other boats towards us—at 6 she came nigher us and fired 3 Shot which went past and near the Schooner—Weighed and fired a Shot at them.

It being quite calm got the boats ahead double Mann'd the Oars and with the utmost difficulty got her over the Barr—Saw the Rebel Schooner another Vessel and several boats go up Amelia North River—soon after saw a large Smoak and heard an Explosion supposed to be the Sloop set afire or blown up by Captain Graham, who I am positive will do everything in his power for the good of the Service and will take every Method to prevent the Troops from falling into the Hands of the Rebels—My fatigue and hurry will not permit me saying more on the Event—please to communicate my letters to Colonel [Augustine] Prevost and Captain [Thomas] Bishop I have sent them express into Nassau by Woodland the Pilot. I have the Honour to be Sir Your Excellency's [&c.]

(Signd) W^{m} Grant

[Endorsed] Copy Lieut Grant's letter to Governor Tonyn No 6 – In Govr Tonyn's (No 20) of 15th August 1776 [3]

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1. PRO, Colonial Office, 5/556, 731–34.
2. See Lieutenant Grant to Captain Graham, August 6.
3. Tonyn to Lord Germain, August 15, PRO, Colonial Office, 5/556, 703–05.

JOURNAL OF H. M. SCHOONER *St. John*, LIEUTENANT WILLIAM GRANT [1]

Augt. 1776 Amelia Island No Point W:N:W: 2 miles

Wedsdy 7. at ½ past 4 (A M) Saw a large Vessel riding in our stream at the So end of Cumberland Island about 2 or 3 miles distance, at 5 being light found her to resemble a Hulk Flat or floating Battery full of men, wt a battery of 3 Gun ports on an Angle with a large Mast & the Liberty Flagg flying and some Boats about her We prepared for action, loaded all the Guns with round & Grape Shot Do loaded the small Arms Got up the Hand granadoes. At ½ past 5 we perceived her coming towards us with a Number of Boats towing her & that she came up fast with us began to heave up during this time, She fired 3 Shot which went past & near us fired on[e] Shot at her, saw a Schooner & another small Vessel wt several Boats come round the point after the Flat. It being quite Calm Manned the Boats & Double Banked the Oars & towed the Schooner off, hoisted our Colours & fired 1 Gun at 8 with great difficulty we got over the Barr at ½ past 9. We saw a great smoke and heard an Explosion over the No point of Amelia which we imagined to be the Governor's sloop blown up by Capt Graham at 11 Anchor'd of[f] the Bar, secured the Guns, Arms & Ammunition Lattd obsd 30°40′ No

Little wind & fair Weather at ½ past 4 P M saw the Troops upon Amelia Beach, brot to with her head to the So ward sent the Boats ashore to bring the Troops on Board if they chused to embark or give them what assistance we could, they returned wt a Message of the Troops being in great Distress for Provisions Sent the following Articles to them Viz 1 Cask Flour; 1 Do Pork & 1 Do of Rum in the sloop *Rook* at ½ past 5 P M reefed the Topsails & handed the Main topsail [2]

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1. PRO, Admiralty 51/4330.
2. *Ibid.*, the *St. John* had left her post at the mouth of St. Mary's River and sailed for St. Augustine, where she arrived August 16, 1776.

George Logan to Samuel Lawford [1]

[Extract] St Augustine August 7 1776 –

Dear Sir, I wrote you some Weeks ago by a vessel bound to Bristol, which I hope came safe to hand as it informed you of our safe Arrival at this place and of our Detention here, for want of a proper & good opportunity, but my Mother having applied to the Governor, he intends to send us in a Vessel of his own, part of the Way, which will facilitate our journey very much; so by the Politeness of the Governour, we may be able to get away in a few Days.—Since I wrote you, I must tell you that the Fleet destind to subdue So: Carolina has been totally defeated in the following Manner—the *Bristol* & *Experiment* each of 50 Guns, the *Active, Actaeon* , *Solebay* & *Sphynx* each of 28 and a Bomb were orderd to attack a fort on Sullivants Island about 4 Miles from Charles Town; the first fort they had to pass—Accordingly the pilot Sampson brought them too 800 yards from the Fort, a heavy fire commenced on both sides for 9 Hours, when at length the *Bristol* (Sr Peter Parker's Ship) having lost two of [her] Masts, her Captn & 60 Men killed & many wounded; the *Experiment* lost her Captain & 40 men killed and many wounded—And many Men in the other Vessels killed & wounded, they thought proper to sheer off with the Ebb Tide in the Evening in a most shattered Condition, and had it not been for want of powder of which the Provincials had not enought at the Fort, some of them must have been sunk, but they wasted Powder for two Hours, and they ran away during that Interval.—during the Action the *Actaeon* Frigate ran a shore and was burnt by order of the Admiral—This Fort was commanded by Colonel [William] Moultrie (Brother to the Lieutenant Governor of this place) and defended by 200 resolute Fellows, it mounts on the Front 30 twenty four Pounders, but the British Fleet was so situated that they could work but 15 of them, but it seems they managed these so well as to rend Destruction with every Shot—Before the Action General Clinton had landed 1400 Men on the Back of the Island in order to Attack the Fort in the rear, but [illegible] they miscarried as General Lee was before hand with him and understood the Country best. The Fort lost 10 Men, and had some few Wounded.– Thus you see this great Armament fitted out by Lord Germain to subdue the Rebels in So: Carolina after being off the Town 3 Weeks was obliged to steer for Virginia in a most ignominious manner being intirely conquer[e]d by few men & a Palmetto Cabbage Stalk and land Battery—Had they gained this Battery, they had another larger & Stronger to take before they could come near the Town which is well fortified as I told you in my last – So may the Enemies of America perish—Suppose you had heard this before, but I believe in a different Manner, but I have Related the Truth and had it from people who were on Government side and present at the Action – I doubt not but it makes now much Noise with you & that some will say that the Carolinians can fight & manage a Cannon as well as Lord Cornwallis or Germain—however they may pay for it in the End. . . .

[1] Brown Book, IX, Md. Arch. An intercepted letter. Letter continued September 3, 1776.

COUNT D'ARGOUT TO VICE ADMIRAL JAMES YOUNG [1]

Sir, At Fort-Royal the 7 August 1776

According to the dispatch which your Excellency has just forwarded to me, the 4th of this month, I see that the account given you by Captain Chapman is not accurate.

The 27th of July last the Captain, being on land, noticed two leagues to the Windward, west of the Point, a ship which maneuvered, to come to anchor in the Roadstead of St. Pierre. He embarked forthwith, cut his cables, weighed anchor and overtook the ship toward 9 P.M. near Pointe du Prêcheur. The frigate, the *Shark,* fired first and after a Combat of almost 3 quarters of an hour she desisted from fighting and made for Pointe du Prêcheur, giving chase to a schooner up to the very ports of our cannon. Since it was not known that the vessel she was chasing was her dispatch boat, one of our batteries fired two rounds from the cannon, which forced her to stand out to sea again, Meanwhile the American sloop of war peaceably anchored in the roadstead at two o'clock in the morning.

These are the facts according to which you should judge if the details which were transmitted to you are indeed incomplete.

If your Excellency has made all efforts to maintain the amity and good faith which must prevail between us, I surely have not neglected my efforts to contribute to it. In this regard, I believe still that it was due to a misunderstanding that one of your frigates on the 3rd of this month fired two cannon shots into one of our Merchant ships flying its flag.

As for turning over to you the Bostonians frigate which has taken refuge under the flag of the King my Master, I would consider myself unworthy of His confidence if I acquiesced to such a request. Surely if your Excellency knew me better you would not have asked it. I will content myself with noting my surprise to you, age having taught me to speak calmly of things which I feel with passion.

Such is my resolution, which you have no doubt already anticipated. Moreover, I am going to send an account to my Master the King, sending him your request, his orders on the subject, in such case, form the basis for my conduct. I have the honor to be [&c.]

D'argout

[Endorsed] Compte D'argout's Answer to Vice Admiral Young's Letter of the 4th August 1776

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[1] PRO, Admiralty 1/309.

8 Aug.

PETITION FOR A COMMISSION FOR WILLIAM CARLETON TO COMMAND THE MASSACHUSETTS PRIVATEER SCHOONER *General Gates* [1]

To the Honorable the Council of the State of
Massachusetts Bay in New England,

The prayer of your Petitioner humbly Sheweth—

That they have fitted the Schooner called the *General Gates* in a Warlike manner mounting Eight carriage Guns and carrying Forty men whereof William Carlton is commander and John Gardner jun & Partners are owners, with an intention of cruising and making Captures of the Vessels belonging to the Enemies of the United States of America, therefore to Effect said purposes your Petitioners humbly beg a Commission may be granted to sd Carlton commander of sd Schooner to make captures of such Vessels as are abovementioned

and as in duty bound your Petitioners shall every pray

William Carlton John Gardner Junr Benj^{a} Goodhue

Salem 8th August 1776
N.B. Thirty Bls Provissions
five hundred Weight of Gun Powder —

[Endorsed] In Com[m]ittee of Council Augt 9th 1776 Read & Order'd that the above named Willm Carleton be com[m]issionated as Comr of the Schr call'd *Genl Gates,* he complying with the Resolves of Congress [2]

Jn^{o} Avery Dpy Secy

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[1] Mass. Arch., vol. 165, 40.

[2] On August 8 and 9 commissions were granted to John Tucker, schooner *Harlequin,* and to John Gill, schooner *Independence, ibid.,* 34, 35, 37. Owners of the *Harlequin* petitioned the General Court for 500 pounds of gunpowder on August 29, *ibid.,* vol. 210, 118.

BOSTON COMMITTEE OF CORRESPONDENCE, INSPECTION AND SAFETY, TO THE MASSACHUSETTS COUNCIL [1]

May it please your Honors –

The Committee of Correspondence, Inspection & Safety for the Town of Boston beg Leave to represent to your honourable Board that a Complaint has been made to them "that a certain Briggantine lately a Prize taken by some of the Continental Cruisers whereof one Pine [2] a Person inimical to these States is now Master, is in a very secret Manner getting ready for the Sea at an obscure Part of the Harbour of Lynn called the Pines"—a Situation peculiarly adapted for such a clandestine Purpose as carrying off Prisoners of War & other disaffected Persons & very contiguous to the Residence of the most capital [Tory] now among us— It is unnecessary for this Committee to suggest to your Honors the Danger to which the Departure of this Vessell might subject us – it is too striking to need any Representations—We therefore pray your Honors to give such Directions to the Committee of Lynn, in whose Name as well as our own we make this Application, as to your Wisdom shall seem competent to remedy the Evil complained of—

By Order & in Behalf of the Committee
John Browne Chairman

[Endorsed] Recd at the Board Augt 8, 1776

In Committee of Council [Watertown] Augt 8, 1776 Read & Committed to Richd Derby Esqr to inquire into the Subject Matter of this Memorial and to make report and the Committee of Correspondence, Inspection and Safety of the Town of Lyn are directed in the Mean Time to have a strict Eye upon the Brigt. mentioned in this Memorial and not Suffer her to depart untill due Enquiry can be made relative to this Matter —

Jn^{o} Avery Dpy Secy

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1. Mass. Arch., vol. 165, 36.
2. Only two prizes had been sent into Lynn, both brigs, the *Jane* and *William*. They had been condemned and sold at Marblehead July 4 and July 18, respectively. Which of these had a master named Pine is not evident. *New-England Chronicle*, June 20, June 27 and July 4, 1776.

JOURNAL OF THE MASSACHUSETTS COUNCIL [1]

[Watertown] Thursday – August 8th 1776 –

Ordered that the Comissary General be and he hereby is directed to deliver out of the Colony Stores to Simeon Sampson Commander of the Brig *Independence*, or to his Order the following Articles Vizt Six Firkins Butter, four hundred Swivel Shott and Seven Swivel Guns –

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1. Mass. Arch., vol. 19, 152.

WILLIAM JACKSON'S CLAIM [1]

The Claim of William Jackson who was a passenger on board the Brigt *Elizabeth* Peter Ramsay masr bound from Boston to Halifax, taken by Commodore Manly and others to the following Bills of Exchange & Cash demanded out of his pockets, p order of Joshua Wentworth Esqr Agent for the united states of America. –

		Sterling
1 Sett Bills drew by Jno Wentworth, on Jno Nelson Esqr London 30 days sight dated 27 Feby 1776	Value —	£ 60..0..0
1 Sett ditto drew by Wm Dinkinson on Messrs Bowman & Robinson London, 30 days sight dated 26 march 1776 in favr of Nicholas Horsenail, and by him Endorsed	value	10..0..0
1 Sett ditto, drew by Thomas Bamford on Stephen Bamford Esqr, Ireland, 30 days sight, dated 14th Feby A D 1776	value —	30 – English
1 Sett ditto drew by William Wetherston on Alexr Charles Esqr London, 30 days sight dated 19th Septr 1775	value	34..1..9

1 Sett ditto, drew by Nicholas Horsenail on the Commissioners of the Navy London 30 days sight dated 27th March 1776 value			25 ——
Total amt in Sterlg money is			£159..1..9
Cash, as follows (vizt)			
56 mild dollars	6/	16.16..0	
2 Cobb ditto		0.12..0	
38 Crowns	6/8	12.13..4	
6 half Crowns	3/4d	1..——	
17 Pistareens		1..0..5	
		32..1..9	
25 Engs shillings	1/4d	1.13..4	
33¼ dollars	1/6d	2..9..6	
½ Guinea		0.14..0	
	Lawful my	£ 36.18..7	

Boston Augst 8, 1776
Copy Examd by Jona M Sewall Cler
Errors Excepted William Jackson

Suffolk ss Augst 8, 1776 William Jackson made oath to the truth of the aforegoing Claim before me –

Joseph Greenleaf Just peace

1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.

John Bradford to John Hancock [1]

Dear Sir Boston 8th Augst 1776

Your favour of the 25th. ultimo. I last night Received, have the honour of Receiving my Commission under your Signature, for which [illegible] under the highest Obligations, and shall make it my chief Study to conduct with that Rectitude which may meet the Approbation of my constituents

The arrival of the Commission will set matters to rights I hope.[2] it gives your freinds the highest pleasure to hear you enjoy so much health, may it be Continued for important blessings. so wishes Dear sir Your [&c.]

Jn Bradford

no Auctioneer has been Applied to or any deputy thought on As you Sir gave me an Early hint you shou'd mention thi[s.]

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[1] Walter Fuller Don Collection, SI.

[2] Bradford had the commission published in the *New-England Chronicle,* August 15, 1776.

John Bradford to Robert Morris [1]

Sir Boston 8th Augst 1776

Your much Esteem'd favour under the 30th July, is Before me, am much Oblig'd by the Concern you've express for the inconvenience. I've been put too for the want of money, you need not have made the least

Apology Sir As I am very thoroughly convinc'd of the Rectitude of your intentions, and shou'dn't wonder if in the multiplicity and the very important matters which must engage all your Attention you should have forgot me. Which the Letter you Refer to convinces you had not,[2] I saw Capt [William] Bartlet and [Jonathan] Glover the day after I Recd that Ltr. and communicated that part to them, they tell me (as I wrote the Worthy president) that they shall on the Settlement of their Accounts, have a Ballance to Receive, General Washington having taken so Great a part of the Cargo's out of their hands [3]

I have been under a Necessity of Borrowing Money. and shall be obliged still to borrow: if an Oppertunity shou'd offer of sending along the money it wou'd be very Acceptable seeing I cant Obtain dra[f]ts on philada

I wish you and your friends a continuance of your health in this very hot Season, being with all due Respect Sir [&c.]

Jn^o Bradford

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1. Papers of Robert Morris, Accession 1805, LC.
2. At that time Morris was a member of three standing committees of the Continental Congress: Marine, Secret, and Secret Correspondence.
3. As his appointment had superseded the agencies of the men appointed in 1775 to take care of the prizes brought in by Washington's schooners, Bradford had made an unsuccessful effort to secure money which might be in their hands. See William Bell Clark, *George Washington's Navy* (Baton Rouge, 1960), 170–73.

New-England Chronicle, Thursday, August 8, 1776

[Boston, August 8]

To be Sold by Auction, At the House of Mr. Benjamin Burdick, in Marblehead, the 29th Instant, The Ship *Ann,* with her Boats and Appurtenances. Also a Quantity of Bread, and many other Articles.

William Watson to George Washington [1]

Sir – Plymouth 8th. August 1776

Capt [Sion] Martindale, the bearer of this will Inform your Excellency that he, when he was about to sail in the Continental arm'd Brigantine the *Washington,* was obligd to draw on the Agent, for sundry Articles in the Cloathing way, (for the use of his people who were almost naked, and without which they co'd not go to sea) amounting to £ 80 L Money, which were delivd & by Capt Martindale charged to such persons as recd them.

Capt Martindale, had taken from him, his Books & all the papers which related to this matter, & can not tell to whom, or in what proportion. the sd goods were deliver'd

I have conducted as Agent with Integrity, and with a View to the public good, & flatter my self that my services have been approved,[2] & that your Excellency will not let me suffer by this unexpected event &

that your Excellency will please to direct, in what manner I shall be reimburst. – I am with great Respect [&c.]

William Watson

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1. Washington Papers, LC.
2. Watson had been appointed by Washington as agent at Plymouth. He served until superseded by the Congressional appointment of John Bradford as Continental Agent for Massachusetts.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK [1]

Remks on Thursday 8th of August 1776

1 [A. M.] Calm
2 Down all sails
6 Light Airs of wind & Cloudy weather
11 Saw a sail barring SE gave Chaise
12 Exercizd Cannon and small Arms
Lattd in 35d 9 m [Longd] in 62d 47m
1 [P. M.] Moderate breaze [&] pleasant weather the Chaise to the westward
9 freash breaze and squally

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1. John Fisk Journal, AAS.

APPLICATION FOR LETTERS OF MARQUE AND REPRISAL FOR THE RHODE ISLAND PRIVATEER SLOOP *Montgomery* [1]

Sir, Providence August 8th. 1776

We the Subscribers all of Providence in the State of Rhode-Island and Providence Plantations, Merchants, request your Honor to grant a Commission, or Letters of Marque and Reprisal to William Rhodes Commander of the Private Sloop of War *Montgomery* of which we are Owners,[2] She is burthened about Sixty Tons, carries Ten Carriage Guns Four Pounders and Two Pounders, and Ten Swivel Guns, manned with Sixty Men, and fitted with a suitable Quantity of Muskets, Blunderbusses, Cutlasses, Pistols, Powder, Ball and other Military Stores. She hath on board Twenty barrels Beef and Pork Forty Hundred-weight of Bread, Two-barrels of Flour, with some Rice, Beans, Pottatoes &c. Samuel Warner – is First Lieutenant, Thomas Ruttenber Master and Joseph Bucklin junr. Second Lieutenant. We are with great Respect Sir [&c.]

D Laurence Wm Rhodes
Jos: Bucklin John Smith

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1. R. I. Arch.
2. Continental Instructions were issued the same day along with the commission. The former bear Rhodes's acknowledgment, as follows: "Providence August 8th 1776 I acknowledge the foregoing to be a true Copy of the Instructions delivered me this Day by his Honor the Governor, with my Commission, or Letters of Marque and Reprisal, as Commander of the Private Sloop of War *Montgomery*. William Rhodes." *Ibid.*, Maritime Papers, Revolutionary War, 1776–1783. A manuscript of a song for the *Montgomery* (see illustration), undated, but probably issued at the time of the commissioning, is in RIHS Mss., vol. 13, and reads:

Come all you young fellows of Currage So Bold
Come Enter on Bord and we will Cloth you with gold
Come Repair umto Providence and their you Shall find
A Sloop Called the *mount gomery* Shall Pleasure your minds – –

She is all Riged and fited and So neatly trimd
She Is molded Like ware work and She Sails Like the wind
She has all things Convenient and fit for our Design
god Prosper the *mount gomery* for She Sails Like the wind – –

Capt Rhods he Commands hur and He Calls hur his one
He will breeze her abought me boys before he Comes home
their is Hussions and helanders and Englishmen Like wise
we Will make prisees of them all me boys Until the Day that we Dy – –

NATHANIEL SHAW, JR.'S ACCOUNT OF RECEIPT AND DISTRIBUTION OF GOODS FROM COMMODORE ESEK HOPKINS [1]

1776 Received of Admiral Hopkins
April 19 30 Bolts duck N 1 & 2 /viz No 1. 14 bolts 561 Yd
No 2. 15 bolts 601½ Yds
No 4. 1 do 40
9..1..20 Iron Bolts &c
34 Cannon wt. 1243..1.26 lb
229 Carrige Weels 192..0..27
1159 Cartrages
30 Ramers Worms & Spunges
22 Contg. 104 lb Copper Ladles 5 do wht 27 lb
2 Large Morters 8..0..4

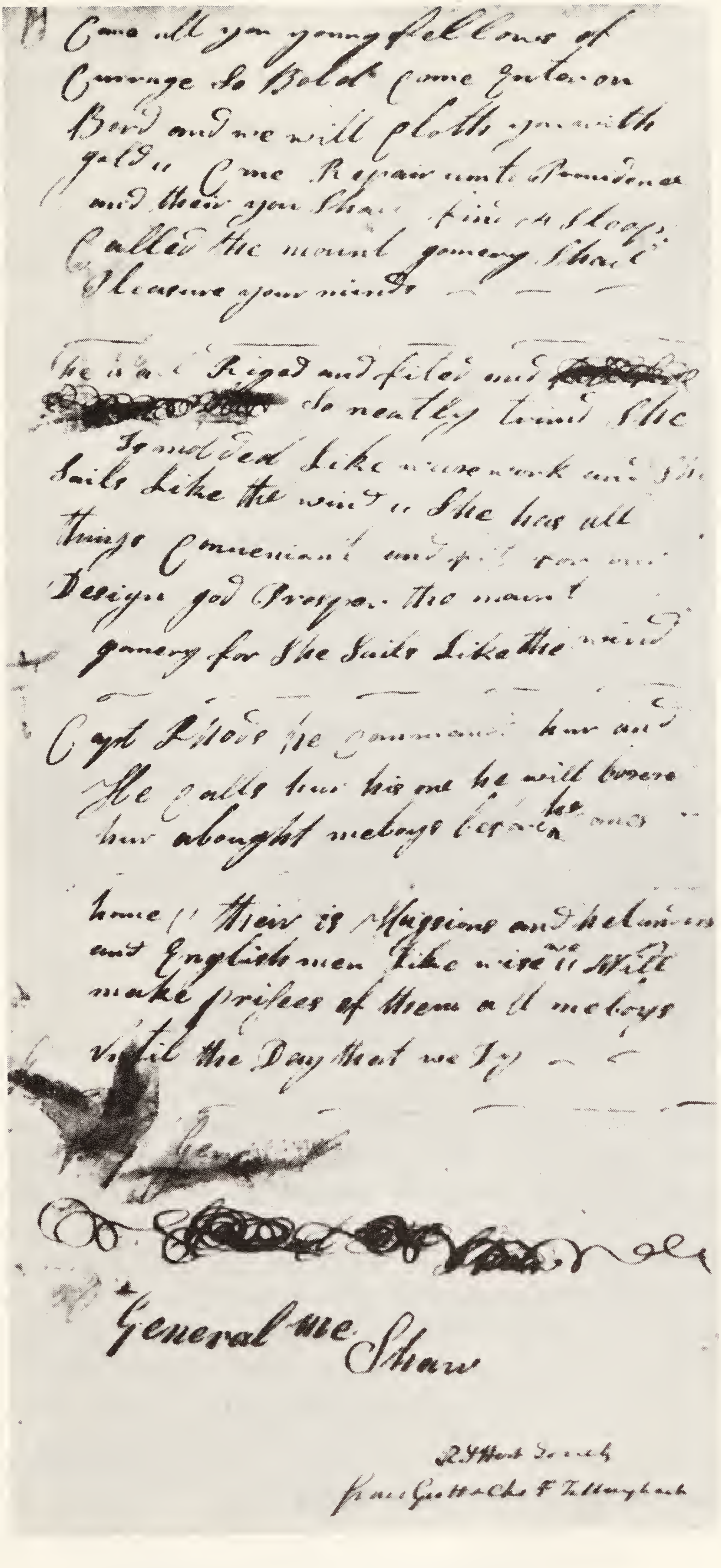
8 Small ditto 10..0..0 2 beds for do 6 of do
Iron Mounted
6 Smaller ditto 1..0.23 1 Brass Howet (Crack'd)
4198 hand granardoes & Sheels 24.8.3.0 lb
} sent to N.Y. as p Receipt

Copper Hoops Wt 910 lb
1700 Eighteen pound Shott
1100 Twelve ditto
2297 Nine ditto
1260 Six ditto sum of them are 4 lb
4 Thirty two do 13 Doublehead & Sliding
3..0..20 old Iron.
28 lb Leaden Approns
20 lb Copper plates
21..3.12 lb Bread from Bomb Brig

---

28 lb Copper hoops
35 lb Old Copper
13 Wormers
9 Carriage Wheels 7 Ct
11..0.21 Old Iron
783 Nine pound Shott

33 Eighteen do
640 Nine do
Carriage Gunns wth their apurtinances from Boomb Brig d[elivere]d Capt Hacker
1776 Recd £ 294..18/ from Prosper Withmore
Augst 8 Recd £ 328
622.18
1 Brass Howet & 2 Carriages p David Harris to Ezek Chevers as p Rect
80 Six pound Shott del *Oliver Cromwell*
181 Four pound ditto to the *Defence*
And to Whome delivered.
9..1..20 Iron Bolts &c to Samel Latimer charged to S Latimer
3..0..20 ditto – charged to Mess Ledyard
6 Leaden Aprons wt 28 lb
20 Copper plates for the Trunions of the Cannon wt 18 lb
50 Eighteen pound shott 200 ditto
50 Twelve pound ditto 200 ditto
10 Cannon wt 392.2.17
40 Carrage Wheels wt 32.1.24
Groton
2 Copper Ladles 12 lb & 14 Ramers worms &c Dd Coln Saltonstall
76 Cartridges 18 pounders Do Do
21..3.12 Bread from the bomb Brig deld Brig *Andr Dore* charged
50 Cartriges 18 pounders
50 do 12 pounders
15 do 12 pounders
for Groton
30 Nine pound Shott
5 Copper Ladles wt 30 lb
3 Wormers, 5 Ramers & Spunges
for Groton
4 Cannon Nine pounders 75..0.20
2 Copper Ladles wt 8½ lb
for Row Gally Capt Stanton
200 Eighteen pound Shott fort at Mamecock
40 Nine pound Shott 30 Cartrages for Row Gally Capt Stanton
50 Ditto do 5 do ditto deld do for ditto deld ditto
300 Eighteen pound Shott for fort at Mamecock
47 Twelve pound ditto for do —
6 Cannon 308..0..6
24 Carriage Wheels wt 19..3..9
to Philadelphia
3 Copper Ladles wt 15 lb
6 Wormers & 4 Spunges
for the 12 pounders on traveling Carriges dl Col Saltonst[all]
1..2..4 old Iron deld N. S.



Come all you young fellows of
Courage So Bold Come enter on
Bord and we will cloth you with
gold " Come Repair unto Providence
and their you Shall find a Sloop
Called the mount gomery Shall
Pleasure your minds

She is a Rigad and fited and [illegible]
[illegible] So neatly trimd She
Is moldeed Like wirework and She
Sails Like the wind " She has all
things Convenient and fit for our
Design god Prosper the mount
gomery for She Sails Like the wind

Capt Rhods he commands her and
He Calls her his one he will brave
her abought me boys before we come

home " Their is Hessians and Waldeners
and Englishmen Like wise " Will
make prises of them all me boys
untill the Day that we Dye

[illegible]

General Mc Shaw

R I Hist Society
from Gottschalk & Zellenbach

Manuscript of a Song for the Montgomery.

3	Nine pound Cannon wt 56..1.15	2 do del Hacker in the *Hampden* for Roe Gally Capt Tinker
2	Copper Ladles wt 9 lb	
4	Wormer's Ramers & Spunges	
9..2..17	old Iron deld John Bolles for Langurage for Fort N S	
30	four pound Shott Row Gally the *Whiting* Capt McCleave	
3	double headed Shott wt 9 lb	d[elivered] Brig *Cabot*
22	hand Granadoes Inc[h]½	
50	Nine pound Shott	for Roe Gally Capt Tinker
100	Six pound ditto	
500	12 & 275 18 pound Cartrages	Fort Trumbull dd N Saltonstall
4	Wormers & Staffs & 2 Ramers & Spunges	
250	Eighteen pound Shott	for Fort at Groton
250	Twelve pound ditto	
9	Wormers without Staffs dd N Saltonstall for Fort Trumbull	
36	Copper Hoops on Nine barl wt 71½	deld Colony Ship
36	Copper Hoops 71½	
50	Nine pound Cartrages del Colony Ship	
1	Copper Ladle for a hand pump dd the Ship 7½ lb	
11½	lb Copper plates 2¼ do Copper Hoops for do.	
4	Copper Ladles 24 lb deld Ledyard for Groton	
200	Six & 100 Nine pound Shott deld Wm Latham for Stonington	

1. Shaw Papers, Book 38, YUL.

Brigadier General Benedict Arnold to Major General Philip Schuyler [1]

[Extract] Skenesborough, 8 August 1776

Capt: Varick has been very active and industrious in procuring the Articles for the Navy many are arrived at Tyonderoga, and proper Steps taken to procure the others. – The Carpenters go on with great Spirit – The eight Gondalos will be compleated in a few days – One Row Galley is gone to Tyonderoga, and will soon be fitted and armed, three others will be launched in ten days or a fortnight – Four others will be set up in a few days – great part of the timber being cut – Iron, Sails, Cordage and Anchors will be wanted in a few days about two tons of the former is here, and Six Tons will be wanted to compleat the Gallies in hand Twelve or fifteen Tons will be necessary for the Gallies to be set up It will expedite the Building if Six or eight Tons can be sent up In Spikes from five to Seven Inches long chiefly about Six Inches –

This afternoon I return to Tyonderoga, & in a few days propose to go down the Lake with the vessels compleated, about ten Sail –

1. Washington Papers, LC.

"EXTRACT OF A LETTER FROM A GENTLEMAN OFF FORT WASHINGTON, TO HIS FRIEND IN THIS CITY [NEW YORK], DATED AUGUST 8, 1776." [1]

On the Morning of the 4th Instant, I gave you a short Account of our Brush with the *Phoenix* and *Rose* Men of War, off Tarry-town, on Saturday last. Give me now leave to add thereto the following remarks:

The Force with which we were to attack these Ships being entirely inferior to theirs, our Dependence, under Providence, was to find them, or force them, into such a Situation as they could not bring their Broadsides to bear upon our Gallies; and indeed in this Situation the *Phoenix* was, about twelve Hours before we got up to her, being at that Time fast aground; but before we could reach them, both Ships were entirely clear, with Springs out upon their Cables, and their Broadsides ready to engage us. Let me observe here that this was not at any Time the Case with the Frigates that were attacked by our Gondolas at Philadelphia; which makes all odds: For had the Tide or the Channel prevented the *Phoenix* and the *Rose* bringing Springs upon their Cables and their Broadsides to bear, our Gallies would, no doubt, have managed them in our River without much Difficulty. But our gallant Commander was determined to exchange a few Shots with them at all events. The Enterprize was worthy a People contending for their dearest Rights: For it is a Fact that the Ground-tier of even one Side of the *Phoenix,* was equal to all the Force of our Gallies put together. Judge then – let the World – let our Enemies judge, if the Sons of Connecticut and Rhode-Island, from which States our Gallies were almost wholly officered and manned, did not behave with a Spirit and Intrepidity becoming the Descendants of such noble Ancestors, in fighting, for two Hours, an Enemy of at least four Times their Force. – *O! ye despicable ministerial Bawlers!* – it could only have entered into such servilly dastard Souls as your own, to believe that the brave Americans were Cowards.

We expect e'er many days to have another strike at them upon a more advantageous Footing; when I hope to give you a more pleasing Relation. To [ha]ve six Galleys within the Distance of Grape Shot from the Broadsides of a British Frigate and a Ship of the Line, for the Space of two Hours, and to loose but two Men, is highly deserving our Admiration and Gratitude. All our wounded Men, except one, are likely to do well. I have been to see them and find that they are taken the greatest Care of. The Commanders of the galleys are anxious to finish this Business, so as to join you at New-York before any Attack may be made there.

1. *New-York Gazette,* August 12, 1776.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH [1]

[New York, August] 8th.—A row-galley and two fire-sloops went up the river. It was intended to attempt burning the British ships in Tappan Bay.

1. Abbatt, ed., *Heath Memoirs,* 44.

New-York Journal, THURSDAY, AUGUST 8, 1776

New York, August 8.

Tuesday last arrived Capt. M'Kay from St. Eustatia, with a cargo of rum, sugar, fruit, &c. having met with none of his Majesty's cruisers in the voyage, till he made Block Island, on his homeward bound passage, when he was chased by two frigates, but being near the shore, soon got out of their reach –

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS [1]

Number 3. *Eagle* off of Staten Island
Sir, August the 8th 1776.

By the Detention of the *Sandwich Packet* I am enabled to inform You of the Arrival of a great part of the dispersed Transports from the Clyde. Some of them had been separated early from the *Flora* in bad Weather by the Misconduct of the Masters, as Captain [John] Brisbane represents; And others, subsequent to his Arrival with them off of Boston, in the very foggy Weather he met with on his passage from thence.

The *Brune* separated from Commodore Hotham, and the *Niger* with the Light Horse from Halifax, are also arrived here.

On the 2d of this Month the *Solebay, Thunder* Bomb and *Saint Laurence* Schooner, with the Transports carrying the 15th, 28th, 33d, 37th, 46th, 54th, and part of the 4th and 44th Regiments; The Ordnance and Victualling Transports from South Carolina; And the *Boreas* with the 50th Regiment in three Transports from Jamaica; joined the Fleet.

The *Renown* with the Transports part of the *Flora*'s Convoy which had put into Halifax; the *Malaga* mentioned in my first Letter, and another of the Transports belonging to the Hessian Embarkation, which had also proceeded for that Rendezvous after their Separation from Commodore Hotham, arrived here the fifth Instant. The *Dispatch* Schooner, which came from Halifax with this Convoy and separated from it the 13th past, is still missing.[2] They sailed from Halifax the 3d of last Month.

Commissioner Arbuthnot acquaints me by that Opportunity, that the *Jersey* Hospital Ship put into Halifax the 8th past: The Commander having been obliged by the Weakness of the Ship, to order her Anchors to be cut from her Bows in the bad Weather he met with on his passage out, and to throw over board the Flat Boat he was charged with.

The enclosed Copy of Commodore Hotham's Letter to Vice Admiral Shuldham of the 24th of June will inform their Lordships of the Commodore's proceedings and Intentions at that Period. The *Brune* sent with his Letters to Halifax, joined him again a few Days after, and proceeded with him on his Way to this Port, until the 19th of last Month: But then separated from him in Chase. Since that time, when he was supposed to be about eighty Leagues to the Eastward, I have not had the Satisfaction to receive any further Intelligence from him.

Captain [Charles] Thompson [3] sailed three Days since for Jamaica, with no other Restraint upon his immediate Return to that Island, except the Charge of two Transports, which he was to see one hundred and fifty Leagues to the Eastward of this port on their Voyage to Cork to bring Provisions for the Army.

Their Lordships will see in the Dispatches from Sir Peter Parker, (of which I have added a Copy from that sent for my Information by the *Solebay*) the State of the Ships that have been employed on the Expedition under his Command: and also the Disposition he has made of the Ships left to the Southward.

I shall wait 'till I have seen the Commodore, before I trouble their Lordships with any Propositions respecting the purpose for which those Ships have been so appointed: The Condition of the Sloops particularly, seeming such as will disqualify them for any essential Service.

The Army continuing in the same Situation as mentioned in my last, leaves me no Room to make any Addition to this Letter concerning the particular Services that may be required of the Naval Force assembled at this Port. I am Sir [&c.]

Howe

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1. PRO, Admiralty 1/487.
2. The *Dispatch,* Lieutenant John Goodridge, was taken July 12, 1776 by the Massachusetts state sloop *Tyrannicide,* Captain John Fisk, and sent into Salem.
3. Captain of H.M.S. *Boreas.*

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.[1]

[On board H.M.S. *Eagle* off Staten Island]

8th [August].— Saw a canoe coming from the shore. Sent and brought her on board with four riflemen that had left the rebels. During the time we have been here, we have observed the rebels very busy in erecting batteries, fitting out row galleys, and making large and high building of wood to sink in the river to destroy the navigation above the town: the row galley and floating batteries have been sent several times against the *Phoenix* and *Rose,* but we hear they have always been beat off with loss.

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1. *The Journals of Captain Henry Duncan,* Navy Records Society (London, 1902), XX, 120–21. Hereafter cited as *Duncan's Journals.*

MAJOR FRANCIS HUTCHESON TO MAJOR GENERAL FREDERICK HALDIMAND[1]

[Extract]
Dear Sir

Camp at the Watering Place on
Statten Island August 8th 1776

I wrote to you the 28th of last Month by a Ship to Ireland and now take the oppertunity of the Packet to acquaint you of the arrival of General Clinton from South Carrolina with Seven Regiments Vizt 15th, 28th, 33d, 37th, 46th, 54th, 57th the[y] got into sandy Hook the first Instt with two Ships of the Guards, and three of the Hessians that parted Company from Commodore Hothams fleet, some time ago, and put into Halifax; a Colonel Bluck Commands the Hessians, he speaks some English, & seems to wish to speak it better, one of the Ships that has their

Rifle Men on board, fell in with & took a large Sloop bound from Philadelphia to France, loaded with Flour, they brought her to Halifax, where she is Condemned, and will be sold for their Account; the Rebells have several privateers at Sea, that have taken some West India Men homeward bound that are great prizes for them . . .

Our Army are in great Health & Spirits, and I beleive we wait only being Joined by the Hessians, to do something of Consiquence, as soon as they arrive & are Brigaded, I will send you the line of Battle – The *Phenix* & *Rose* men of War are still about 40 Mile up the North River, but We have no Cummunication with them as yet, & have no doubt but Numbers of the Country People have got on board of them for Refuge who are friends to Government. We have Just now heard, that they Attacked the Ships last Saterday, with five floating Batterys, which were drove back with great loss. . . . [Charles] Lee is on his March back from South Carrolina and will incurrage them in every Villany when he arrives – Sir Peter Parker is not as yet got in his Ship the *Bristol* is under Jury Masts – General Clinton with the transports parted from him, soon after the[y] Sailed from Charlestown – We in the Qr Master General Department are hard at Work. We have built ten large Battoes that will carry each (with Ease) 100 Men Armed & Accoutered, and are still going on; as they are flat bottomed, like those we had on the Lakes last War, I think they will answer better than those sent from England. We have already Coa[torn] sufficient to make a first landing of Six thousand Men, with fifty ps of Ordnance ready Mounted, which will go on shore on platforms laid on three Cannoes,– Each with a frunt to let down like the Scows, on which the Guns will be run off on the shore – It is most amazing what can keep Commodore Hothams fleet, we have had these ten days past the finest Winds that can blow for them. The Packet is in orders to sail tomorrow Morning, but I beleive she will be kept ready to push off the Moment that fleet appears. I will keep this Letter open to the last Moment in hopes to acquaint you of it

Governor Tryon is very well he is on board his Ship *Dutches of Gordon,* he desired me to present his Compliments to you when I wrote, he seems very grave and I fear is not well pleased, his Consiquence is rather Eclipsed by the Number of great folks we have now among us . . .

Lord [Charles] Cornwallis, General [John] Vaughan and Governor Martin came with the fleet from the Southward. We have too many great Men togather, to agree well long. there must be seperate Commands made for them, none think themselves unequal to the task. by the orders of Yesterday Genl Clinton is to Command the first line & Lord [Hugh] Percy the Second line of the Army, but the Barron De He[i]ster when he comes, will be Second in Command to General Howe. . . .[2]

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1. Haldimand Papers, BM.
2. *Ibid.*, Hutcheson wrote another letter to Haldimand on August 12: "I have now the pleasure to acquaint you of the long wished for arrival of Commodore Hotham with the fleet from England . . . Before the arrival of the foraign troops or the Guards, We had 12361 Rank & file fit for Duty."

CONTINENTAL COMMISSION OF CAPTAIN STEPHEN CLEVELAND[1]

In Congress.

The delegates of the United colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, the Counties of New-Castle, Kent & Sussex on Delaware, Maryland, Virginia, North Carolina, South Carolina and Georgia, to

Stephen Cleveland Esquire.

We resposing especial trust and confidence in your patriotism, valor conduct & fidelity; Do by these presents constitute & appoint you to be Captain of the Armed Brigt called the *Despatch,* in the service of the Thirteen United Colonies of North America, fitted out for the defence of American liberty, and for repelling every hostile invasion thereof. You are therefore carefully & diligently to discharge the duty of Captain by doing & performing all manner of things thereunto belonging. And we do strictly charge & require all Officers, Marines & Seamen under your command to be obedient to your orders as Captain. And you are to observe & follow such orders & directions from time to time, as you shall receive from this, or a future Congress of the United Colonies, or Committee of Congress, for that purpose appointed, or Commander in Chief for the time being of the Navy of the United Colonies, or any other your superior officer, according to the rules & discipline of War, the usage of the Sea, and the instructions herewith given you in pursuance of the trust reposed in you. This Commission to continue in force, until revoked by this, or a future Congress.

By order of Congress.
John Hancock, President.

Dated at Philadelphia, August 8, 1776.
Attest. Cha^s. Thomson, Secy.

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[1] George Cleveland Journal, EI.

JOHN HANCOCK TO GEORGE WASHINGTON[1]

[Extract] Philadelphia, August 8th 1776

Sir Your letters of the 7 with the papers enclosed are received and now under consideration of Congress.

Enclosed I send you a resolution passed respecting lieutenant [James] Josiah. He was first lieutenant of captain Nicholas Biddle & was taken in a ship capt Biddle had made prize of, by the *Cerberus* Frigate

By a letter which he found means to convey, he informs that "he is used worse than he ever thought one englishman could use another – that he was sent before the mast with the rest, but upon refusing to do duty was given under the charge of three boatswain's mates, & expects the gangway soon, as he is daily threatened." . . .

You will please to mention the matter of Lieut Josiah as real information, but not discover that it was by Letter, as it may prove injurious, in case he is not Exchang'd.

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[1] Washington Papers, LC.

HENRY TUDOR TO THE PENNSYLVANIA COUNCIL OF SAFETY [1]

[Extract]

. . . your Pettitioner is a Regular bred Pilot for this River & Bay, and also Acquaintd with the Coast, as may Appear by Certificate Annex'd from, under the hands of Several Gentlemen & Repectable Citizens of Philadelphia. – – –

That Your Pettitioner is desirous of Serving his Country in the General Cause of Liberty, and hopes Your Honours will think him Worthy being Appointed Pilot of the Province Ship *Montgomery* – Commanded by Commodore Samuel Davison which Charge your Pettitioner will Endeavour to Perform, with the best of his Abilities & is with true Respect and Esteem, Your, Honours [&c.]

Henry Tudor

[Philadelphia, August 8, 1776] [2]

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1. Gratz Autograph Collection, Case 5, Box 27, HSP.
2. As Tuder was appointed to the post requested on August 9, 1776, it is a safe assumption that his undated petition was prepared the day before. *Pennsylvania Colonial Records,* X, 679.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY [1]

[Williamsburg] Thursday August 8th 1776.

Resolved that Francis Lennis, Master of the Sloop *Eagle,* belonging to Richard James, be permitted to trade in the sd Sloop, laden with ten hogsheads of Tobacco and two hundred Barrels of Flour at the Island of Saint Croix, or any other port allowed of by Congress, according to the regulations by them prescribed, the said Francis Lennis entered into and acknowledged Bond with Security for that purpose which is ordered to be filed.

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1. McIlwaine, ed., *Journals of the Virginia Council,* I, 113.

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9 Aug.

Essex Journal and New Hampshire Packet, FRIDAY, AUGUST 9, 1776

Newbury Port, August 9.

On Wednesday last was carried into Portsmouth, by the *Hancock* Privateer, who sailed from Philadelphia, a large three deck'd ship named the *Reward,* of between 5 and 600 tons burthen, she was a 20 gun ship last war, in the service of the British King, she was from Tortola, bound to London, and had on board between 10 and 11 hundred hogsheads of Sugar, 86 hogsheads of Rum, 12 Bales of Cotton, 9 Cannon, and some Brass ditto – There were on board said ship, a number of Turtle directed to Lord North, with his name cut in the shell, the best of which, Capt. Wingate Newman, Master of the Privateer, is determined to send to the Hon. John Hancock.

The Public having been only transiently informed of the capture of the Privateer Brig *Yankee-Hero,* of this Port, of which James Tracy was late commander; as her engagement with the *Milford* Frigate was a bold action and well conducted, considering her unavoidable situation, you may if you please Mr. Printer give the following narrative of it, chiefly collected from those who were in the engagement.

Captain James Tracy sailed from Newbury Port the 7th of June in the *Yankee-Hero* for Boston, with 26 men only, including officers; this number was not a quarter of his complement; he was provisioned for a six months cruize, and was to take in the remainder of his men at Boston; the afternoon he went out, going round Cape Ann he observed a sail in the Offing, but in his situation did not think of looking after her: Two boats full manned with their musquets, who had put out after the sail came on board, and informed him a number of transports had been close in with the Cape that day – 14 men from the two boats joined him, and sent their boats on shore; he had now 40 hands in the whole (only a third his complement) with these he put away for the sail which bore E.S.E. about 5 leagues distance, the wind being then Westerly; at 6 miles distance they perceived her to be a ship, and soon from her management to be a ship of war. As a contest with her must have been very unequal, Capt. Tracy who intended to make a harbor that night, ordered the brig to be put about for the shore not then suspecting the ship could come up with him; but he had not tacked 10 minutes before the Westerly wind died away, and the ship taking a fresh southerly breeze came fast in, endeavouring to cut the brig off from the shore: After some time the ship thus getting in the wake of the brig, the wind again came fresh to the westward upon which the brig hawled to the wind in the best angle for the shore; the ship gave chase, and in an hour came up within half a mile and began to fire her bow chasers which the brig only answered with a swivel, Capt. Tracy reserving his whole fire, until the ship, keeping a constant fire, came up within pistol shot upon his lee quarter, when the brig gave her the best return they could make from their main and quarter deck guns, swivels, and small arms, and after then, kept up a constant fire: The ship was soon up along side, and with 12 nine pounders of a side, upon one deck, besides forecastle and quarter deck guns, and with her marines, overlooking the brig as high as her leading blocks, kept a continual fire, after some time the ship hawled her wind so close, (which obliged the brig to do the same) that Capt Tracy was unable to fight his lee guns, upon this he backed under her stern, but the ship which sailed much faster, and worked as quick, had the advantage and brought her broadside again upon him, which he could not evade; and in this manner they lay not a hundred feet from each other, yawing to and fro, for an hour and twenty minutes, the privateers men valiantly maintaining their quarters against such a superior force. About this time the ships foremost guns beginning to slack fire; Capt. Tracy tacked under her stern, and when clear of the smoak and fire, perceived his rigging to be most shockingly cut, yards flying about without braces, some of his principal sails shot to rags and half his men to appearance dying, and wounded –

Mr. Main, his first lieut. was among the first wounded, and Mr. Davis one of the Prize Masters, fell in the last attack. In this situation they went to work to refit the rigging and to carry the wounded below, the ship having then taken a broad sheer some way off, and none of her guns bearing; but before they could get their yards to rights, which they zealously tried for in hopes still to get clear of the ship, as they were now nearer in shore, or to part from her under the night she again came up and renewed the attack, which obliged Capt. Tracy to have recourse to his guns again, though he still kept some hands aloft to his rigging, but before the brig had again fired two broadsides, Capt. Tracy received a wound in his right thigh and in a few minutes he could not stand; he laid himself over the arm chest and barricadoe, determined to keep up the fire, but in a short time from pain and loss of blood, he was unable to command, growing faint, and they helped him below; as soon as he came too, he found his firing had ceased, and his people round him wounded, and having not a Surgeon with them, in a most distressed situation, most of them groaning, some expiring – Struck severely with such a spectacle, Capt. Tracy ordered his people to take him up in a chair upon the quarter deck, and resolved again to attack the ship, which was all this time keeping up her fire; but after getting into the air, he was again so faint, that he was for some time unable to speak, and finding no alternative, but they must be taken or sunk, for the sake of the brave men that remained, he ordered them to strike to the ship. Thus was this action maintained upwards of two hours in a low single deck'd vessel, with not half the metal the ship had, against an English Frigate, whose navy had been the dread of nations, and by a quarter the number of people in the one as the other, yet the victors exulted as though they had overcome a force as much superior as this was inferior to them. The brig had four men killed and thirteen wounded including officers, the number in the *Milford* wounded, is not known, though there were some. The deprivation of these brave officers and men is to be regretted by all friends to this country – With justice to Capt. [John] Bur[r] of the *Milford,* it must be acknowledged, he treated them with humanity and politeness the officers and men that were wounded; but to the eternal disgrace of Britain, and the present king and parliament, let it be recorded, that in this very action above related, upwards of thirty Americans (prisoners in *Milford*) were forced at the forfeit of their lives to fight against their countrymen, and the officers and men of the *Yankee Hero,* that were not wounded, are now detained in several of their ships, and may meet with the same cruel fate – an exaction, that even Savages have not been known to require. It is to the credit of the *Hero*'s men, that not one would enter upon the ship's books, though not only urged by every persuasion, but by threats.

Capt. James Tracy, and Mr. Main his first lieutenant, we hear, are likely to do well of their wounds, though they mend but slowly; they and the other wounded men are at Halifax; twelve of the *Hero*'s men were kept on board the *Milford* – Mr. Robert Tracy his second lieutenant, and the rest of the brig's company, are on board the *Renown* Commodore [Francis] Banks.

Journal of the Massachusetts Sloop *Tyrannicide*, Captain John Fisk [1]

Remks on Friday 9th of August 1776

2 [A. M.] Steady breaze and Cloudy
8 Down all sails saw nothing of our Chaise
10 Stood SW in hopes to git sight of her
12 Carpenter Employd fishing top mast
Lattd in 34d 21m Longd in 61d. 31m
1 [P. M.] Small breaze of wind and Rainy weather
7 Light Airs of wind Cloudy weather

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[1] John Fisk Journal, AAS.

Journal of the Rhode Island Sloop *Independence*, Captain Jabez Whipple [1]

Remarks on fryday August th 9: 1776

a 10 AM Saw 3 Sail Steering to go N E 2 sqr Rigd won Sloop the sloop Being a head put a Bout Stood to the others AM put a[bout] a Stood after them Being two Legus to winderd mad the Best Way After them .Lattd plesent nothing more remarkabell on this sid a Good Obezsevation

Lattd by Oz 34:46 Longd in 59:30

This first part of this 24 hours Begins With plesent Still in Chase As formentioned At 6 P M Came up with the Sloop *Brume* It provd to be Captn Knot with 2 prises Won a snow and the other a Brigg [2] Middle Vry Light Brezes and plesant Smouth Sea

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[1] *Independence* Journal, RIHS.

[2] The Connecticut privateer sloop *Broome,* William Nott commander.

Connecticut Gazette, Friday, August 9, 1776

New-London, August 9.

Capt. William Chace, sent into Newport, last Monday, a Ship from Dominica, bound to England with 300 Hogsheads of Sugar and 100 Barrels of Oil.[1] And we hear that another Prize Ship went up Providence River the same Day.

On Thursday Night of last Week, the new Ship of War belonging to this State, lying at Say-Brook, was struck by Lightning which did considerable Damage to her Main-Mast and Mizen-Mast.[2]

Intelligence from Montauk.

Thursday, July 25. At 7 A.M. saw a Ship S.E. from the Point, standing for Block-Island; at 4 P.M. saw another S.W. from the Point, standing in.

Friday 26. No Discovery.

Saturday 27. At 1 A.M. heard a Number of Cannon S.E. from the Point; at 5 A.M. saw a large Ship E.S.E. from the Point.

28, 29. No Discovery.

Tuesday 30. At 5 P.M. saw a Ship S.S.E. from the Point.

Wednesday 31. No Discovery.

Thursday, August 1. At 3 P M saw a Ship S.W. from the Point, standing to the Eastward; at 6 came up with the Point, fired several Guns, and then stood to Sea.

2, 3, 4. No Discovery.

Monday 5. At 5 A.M. saw two Ships S.S.W. from the Point; at 11 came up with the Point, stood in for Watch-Hill till 3, and then went to sea.

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1. The ship *Star and Garter*.
2. The Connecticut ship *Oliver Cromwell*.

DIARY OF ENSIGN CALEB CLAP [1]

[New York] August 7th General Washington sent A flag of Truce into Lord How, is Reported that informd, that if any of the British Troops shoud, fall into our Hand that he shall Treat them as Prisoners of War, but as to the forren Troops he shall not give them any Quarter

August the 9th at evening the 6 Rowgalleys that ware up the River, movd, down against the City,

by the best information the Enemy are now about 12 or 15 thousand strong, that Governor Dunmore is now with the fleet at the Island. –

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1. "Diary of Ensign Caleb Clap, of Colonel Baldwin's Regiment, Massachusetts Line, Continental Army, March 29 until October 23, 1776," *The Historical Magazine,* 3rd series, III, 249. Hereafter cited as "Caleb Clap Diary," *The Historical Magazine.*

SUIT OF THE OWNERS OF THE PENNSYLVANIA PRIVATEERS *Congress* AND *Chance* AGAINST CAPTAIN JOHN ADAMS [1]

[Extract]

Port of Philadelphia ⎫ On the ninth Day of August in the Year of our
Pennsylvania ss.t – ⎭ Lord one thousand seven hundred and seventy six

Before the honorable George Ross Esqr Judge of the Court of Admiralty . . . Came Richard Peters Esquire one of the Proctors of the said Court and exhibited unto the said Judge the Bill of Philip Moore &c: against John Adams and prayed that the same was read in the Words following to wit . . .

The Bill of Philip Moore and others Owners of the Privateer Sloops *Chance* and *Congress* fitted out of the said Port to cruize against the Enemies of these United States

Sheweth – That a certain John Adams was duly commissioned and appointed Captain and Commander of the sd Sloop called the *Chance* . . . on the high Seas did arrest seize and as prize take a certain Ship or Vessel called the *Lady Juliana* commanded by Captain Christopher Stevens . . .

That on the high Seas and within the Jurisdiction of this Court while the said Ship *Lady Juliana* was in the Possession of the said John Adams as Prize he the said John Adams did embezzle and to his own private and particular Use take and convert the following Articles part of the Cargo of the said Prize *Lady Juliana* to wit one thousand Dollars equal to three hundred and seventy five pounds current Money of Pennsylvania three Bags containing four hundred and fifty Dollars equal to one hundred and sixty eight pounds fifteen Shillings like Money and a Quantity of Ships

Plate and other Articles equal in Value to three hundred pounds Sterling equal to five hundred and twenty five pounds Money of Pennsylvania which said several Sums and Articles to the Value thereof amounting in the whole to fifteen hundred and eight pounds fifteen Shillings Pennsa Curry the said John Adams doth now detain and keep and refuseth to make Distribution thereof or produce the same to be libelled in this or any other Court of Admiralty of these States contrary to the said Agreement and all good Faith and Justice –

Wherefore your Complainants pray that Process may be issued by this honorable Court to arrest and take the Person of the said John Adams . . .

Philada Augt 9th 1776 – Richard Peters Proctor
for Complainants –

Schedule Annexed

1000 Dollars	£ 375..——
3 Bags contg 450 Dr	168..15..
8 lbs Gold computed at	440———
Ships Plate valued at 300 £ Sterg Ex: 75 p Ct	525—
	£1508..15.[2]

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1. Records of the Admiralty Court of Pennsylvania, April 13 – December 3, 1776, LC Photocopy.
2. Captain Adams questioned the jurisdiction of the court in this case. He contended that the Admiralty Court had been established only to try the legality of prizes brought into Philadelphia. *Ibid.*

LIEUTENANT ALPHEUS RICE TO CAPTAIN JOHN PAUL JONES [1]

On Board the Sloop *Providence*
off Chester August the 9th 1776

Sir

I have given Mr. [William] Hopkins Sattisfaction, & there now subsists, a good understanding between Us. – I am Conscious that I was Culpable. – but have this to Say in excuse – that I was in a passion. – am sorry for it. – & pray that you would overlook it. – from Your most, Obedient Servant,

Alpheus Rice [2]

[Endorsed by Jones] letter from Mr. Rice when under Confinement.

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1. Papers of John Paul Jones, 6486, LC.
2. Rice was Marine lieutenant on board the *Providence*, having been transferred June 12, 1776 from the *Andrew Doria*. *Providence* Muster Roll, Transcript of Military Papers, XL, 666, R. I. Arch.

MARYLAND COUNCIL OF SAFETY TO THE MARYLAND DELEGATES IN THE CONTINENTAL CONGRESS [1]

[Extract]
No 129.

Gentn We have the pleasure to inform you that the enemy's fleet left Potowmack River on Friday last, and is gone off down the Bay; they had collected a number of small vessels, which they had dismasted, and left on the point of St George's Island, with intention to set fire to them, but a high Tide floated them off, and they were driven on Shore near our Guard, who

have taken possession of them, and have found sundry goods and other effects on board to the value of three or four hundred Pounds currency; some of the Hulks may be repaired, and made fit for service. – they burnt some other small vessels, and from appearance expect they are gone down to the Cape – our Pilot Boat is just returned yesterday evening and says he heard at Pyanketank, that the men of war had Stopt in Hampton Road, and were making demands of fresh provisions and water, and promised, on being supplied, to leave the Bay – The Deserters, of whom many have come over to us, inform that the Tory families are going, some to the West Indies – others to Halifax, and the *Roebuck* to New-York.
[Annapolis] July [*sic* August] 9th 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.

PURDIE'S *Virginia Gazette,* FRIDAY, AUGUST 9, 1776

Williamsburg, August 9.

By advices from Hampton, we learn that last Wednesday morning the Right Hon. the Earl of Dunmore, Viscount Fincastle, and Baron Murray of Blair, Mouilli, and Tillimet, after dividing his fleet, and burning ten or a dozen vessels, took leave of the capes of Virginia, where he has, for more than a twelvemonth past, perpetrated crimes that would even have disgraced the noted pirate BLACK BEARD. One part of the fleet was seen to stand to the southward, it is imagined for South Carolina, the other to the northward, supposed for New York. Their strength, from the information of two negro deserters, who came up to Hampton in the evening, amounts to near 400, regulars, negroes, and Tories; that they were now tolerably healthy, and had lately got a supply of provisions, which they took from a Rhode Island vessel. – So *respectable* a band will, no doubt, be a most valuable acquisition to the generals Howe and Clinton!

We have just got a supply of 290 half barrels of gunpowder, and 90 stand of arms; and 436 barrels, with 18 chests of arms, arrived safe some little time ago.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY [1]

[Williamsburg] Friday. August 9th 1776.

The Board having received information of the arrival of Captain [John] Pasture, at Hampton, with 7500 lbs of Gun powder, consigned to this board by Messrs Vanbiber and Harrison of Saint Eustatia, Resolved that Captain Pasture be instructed to leave one thousand weight of the said Powder at Hampton, for the use of the Troops on that Station, And that Captain James Barron carry one thousand weight to Portsmouth of such as he may judge proper for Cannon for the use of the Garrison there, Also that the residue of the said Powder be brought to Jamestown by Capt Pasture.

Information was made to the Board by Captain Barron that the Commissioners of the Navy having appointed a person to victual the Fleet the Commissary of Provisions had refused to supply them any longer and that the Agent Victualler is not yet ready to enter upon the duties of his Office, Ordered therefore that the said Commissary continue to supply the Fleet as usual, till that can be done by the Officer appointed by the Navy Board.

A Letter, was written to Brigadier General [Andrew] Lewis, desiring him to send orders by Express to disband the Minute Men and Militia, lately drawn into Service in the Northern parts of this Country, as the Departure of the British Fleet renders it unnecessary to keep them longer in Service.

1. McIlwaine, ed., *Journals of the Virginia Council*, I, 114, 115.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY [1]

[Halifax] Friday August 9th 1776

Richard Dunnivan lately belonging to the *Syren* man of War a prisoner on parole in Halifax came before the Council and moved that he might be Naturalized and Admitted to the privileges of a Free Citizen of this State, and to this end declared that he was willing to take an Oath of Allegiance to the States which being granted and he having taken and subscribed to an Oath for that purpose   Resolved therefore that the said Richard Dunnovan be discharged from his parole and that he be henceforward considered as a Member and Free Citizen of this State

1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

JOURNAL OF THE GEORGIA COUNCIL OF SAFETY [1]

At a meeting of the Council,
[Savannah] Aug. 9th, 1776

Capt. [Daniel] Roberts, Messrs. [John] Girardeau and [Samuel] Saltus being appointed a Committee to agree with some gentlemen about loading, etc., some vessels for the service of the public, reported that they had, agreeable to orders, met at Mr. Lavien's; that they had agreed with Mr. Philip Moore on the following terms, viz.: That he should have one-half penny per pound freight on Indigo and ten pounds per cent commissions for buying and selling. That the public should guarantee the vessel against the weather, in proportion to what they ventured in her, and as Mr. Moore's vessel runs no risque, the Committee recommended that two thousand pounds be ventured in her, which was agreed to. They also report that Mr. Ratoone offers his vessel to the public; that she is upwards of seventy ton burden, well built, rigged and fit for sea, and that he asks for her no more than two hundred and sixty five pounds.

They also recommended that this vessel be purchased and that Commissioners be appointed to procure a load of rice for her, and send her off – and that Messrs. Thomas Maxwell, Senr., John Winn, Senr., and John Kell be Commissioners for that purpose – which being considered, it met with the approbation of the Board.

Orders were issued that Mr. Edward Telfair have permission and authority to take any quantity of pitch pine plank, that may be upon Mr.

Rae's wharf, or elsewhere in and about Savannah, for the purpose of building a galley, and that he be obliged to take a sworn measurer to take an account of it previous to a removal, and pay the proprietors, at the rates and prices of such plant, heretofore used for the public service.

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1. Allen D. Candler, comp., *The Revolutionary Records of the State of Georgia* (Atlanta, 1908), I, 178–79. Hereafter cited as Candler, comp., *Georgia Records.*

Captain Thomas Bishop, R.N., to Governor Patrick Tonyn [1]

(Copy) *Lively* off St Mary's 9th Augt 1776 –

Sir I've just time to acquaint you that this morning Osborne fell in with a sailing Boat belonging to the *St John* Schooner, by which find she and the Troops have quitted their Station, this gives me much concern, having flattered myself, should have had it in my power to have given you a very good account of your troublesome rebellious Neighbours, but this precipitate retreat has dash'd my most sanguine hope, and being disappointed of the *Lady William* Schooner's accompanying me, and missing the *St John* find it out of my power to do any thing on this Coast for the benefit of the King's service, have therefore sent Osborne with your Letter to Cockspur, and shall proceed directly for New York – I am Sir With gratitude and great respect [&c.]

(Signd) Tho^{s} Bishop

[Endorsed] (Copy) Captain Bishop's letter to Governor Tonyn No 1–
In Govr Tonyn's (No 3 private) of 26 August 1776.

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1. PRO, Colonial Office, 5/556, 754.

J. Kitching to Governor Patrick Tonyn [1]

Copy St Augustine August 9th 1776

(Sir) I have the honour to inform your Excellency that on Thursday the first day of August last an Armament by Land & Sea being fitted out from the Town of Sunbury in the Province of Georgia. Consisting of a large flat on which was Mounted One Twelve pounder & Six Swivels with two Small Schooners Attendants and about One hundred and Eighty Men, destined for the River St Marys, with Hostile intentions against His Majestys Armed Schooner *St John,* to lay waste Mr Wrights Fort, and to plunder the Island of Amelia with other plantations adjacent thereunto. I thought it a duty incumbent on me as an Officer of the Crown to give the earliest intelligence thereof to the Commanding Officer of His Majestys Ships then lying at Cockspur, where I repair'd the day following hopeing from thence some relief might be given by Capt [John] Stanhope,[2] to whom I related the whole of this enterprize, with advice how to conduct matters, to frustrate their designs – Capt Stanhope inform'd me he was not in a Capacity to render the least Assistance, being then very Short of Provisions and that if the *Sphynx* Frigate did not arrive within a few days with some expected Supplys he would be under the necessity of putting to Sea in Order to make the best of his way to the Fleet, for these above recited reasons, and not haveing Orders to Act in a matter of the kind, Capt Stanhope declin'd sending (any) the least Succour or intelligence. On Sunday Morning following a Schooner Arriveing at Cockspur bound for St Augustine I took a passage in her in hopes to have been here in time to have given your Excellency intimation thereof that some force might have been sent form hence to their Assistance but am Sorry to find the length of the passage prevented anything of the kind being done. However I am still of Opinion, that If your Excellency would order an Armed Vessel to run into Sapello or Saint Catharine's their retreat might be cut off and a number of them taken prisoners. I have the Honor to be Your Excellency's [&c.]

(Signd) J: Kitching[3]

[Endorsed] Copy Mr Kitching's letter to Governor Tonyn. No 7 –
In Govr Tonyn's No 20 of 15th August 1776.

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1. PRO, Colonial Office, 5/556, 735–38.
2. Commander of H. M. Sloop *Raven.*
3. Kitching was Customs Collector at Sunbury, Georgia. He also provided Governor Tonyn with intelligence of defenses and ships at Sunbury, *ibid.,* 727–29.

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10 Aug.

CAPTAIN CHARLES DOUGLAS, R.N., TO VICE ADMIRAL RICHARD LORD HOWE[1]

Copy *Isis,* Quebec, August 10th 1776

My Lord, The Prisoners lately taken at Lake Champlain, the *Pearl* waited for, being just come down; She sails tomorrow – By Accounts received from Chambly they go on as briskly as can be expected at St Johns, in putting up the several Frames of Gun-boats, and the two Schooners *Maria* & *Carleton;* the latter will be first ready, but I find not so soon as I had reason to believe, by eight or ten days, some of the Artificers being ill of Fluxes – another armed Brig sent out to General Carleton, by the Treasury Department, is just arrived, her ten six pounders and twenty five Men, will be of Use on the Lake – Westerly Winds & Calms much prevailing, the long-boats of most of the Transports, have for some days, been employed in staging up Provisions, from one Ship to another, relays of which are placed for that Purpose, all the Way from this to the Mouth of the Sorel: when this Business is compleated, they are to depart for England, some very few excepted – those below the Rapids of Richlieu first, & that very shortly.

The Apparatus for Lake Champlain, being of very considerable Magnitude, & the Service of very great Importance, General Carleton as I am, is very sollicitous to have the Armament particularly well Officer'd – I have therefore added Mr Willm Burchell Master's Mate of the *Blonde,* who is very deserving, & above eleven Years since passed his Examination, to the Number of Officers appointed to serve as Lieutenants, on the approaching Expedition – I beg Leave most humbly & earnestly to recommend him to your Lordship, for establishing Rank accordingly: at present he acts as Lieutenant of the *Blonde,* in the room of Mr James Dacres who has assisted the Quarter Master General ever since the Army entered St. Peter's Lake, in which Situation a Sea Officer has been absolutely necessary in this terraqueous Expedition; Mr Dacres is to have a Command of Consequence on

Lake Champlain, upon which he will be second Sea Officer in point of Seniority, with the Pay of a Master & Commander annexed by the General My Lord, I have the Honor most respectfully to remain [&c.]

Ch^s Douglas

P.S. The Ship taken down here, And to be re-constructed at St: Johns, is to be called the *Inflexible* – The Wind is now Easterly, & We look with Impatience for the expected Victuallers from Ireland; To guard against a Change, or Calms, The Boats are kept in readiness, as alluded to in the foregoing, to convey their Contents upwards, but as yet We have heard nothing of any such Victuallers, being entered the River.

As it is more than probable, that Lieut [John] Schank, with the Ship's Company of the *Canceaux,* will because of the Lake Service, be detained here very late; I presume your Lordship, will have no Objection to her wintering here, if it should be found necessary, more especially as Mr Schank's Service, may also be very useful next Year upon the said Lake.

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1. PRO, Admiralty 1/487.

Journal of the Massachusetts Sloop *Tyrannicide,* Captain John Fisk [1]

Remks on Satterday 10th of August 1776

1 [A. M.] Lay By under mainsail & Gibb
Lay By up NWBW of North
7 Made sail rainy weather
11 Saw a sail barring NNE gave Chaise we Came up fast Carried away squairsail tack lost Duncan Morrison over a board hove too out boat but Could not save him made sail Again
Lattd in 35d 5m Longd in 61d 8m
1 [P. M.] Pleasant breaze and Cloudy weather
4 Fired a shott at Chaise
6 She hove too found her to be the Briggt *Cathrine* from Nantucket for Suranam Jno Barnicoat Master Belonging to Mr Timothy Fitch sent the 1st Leiutt on board to over hall her let him proceed on his Voige we stood to the northward

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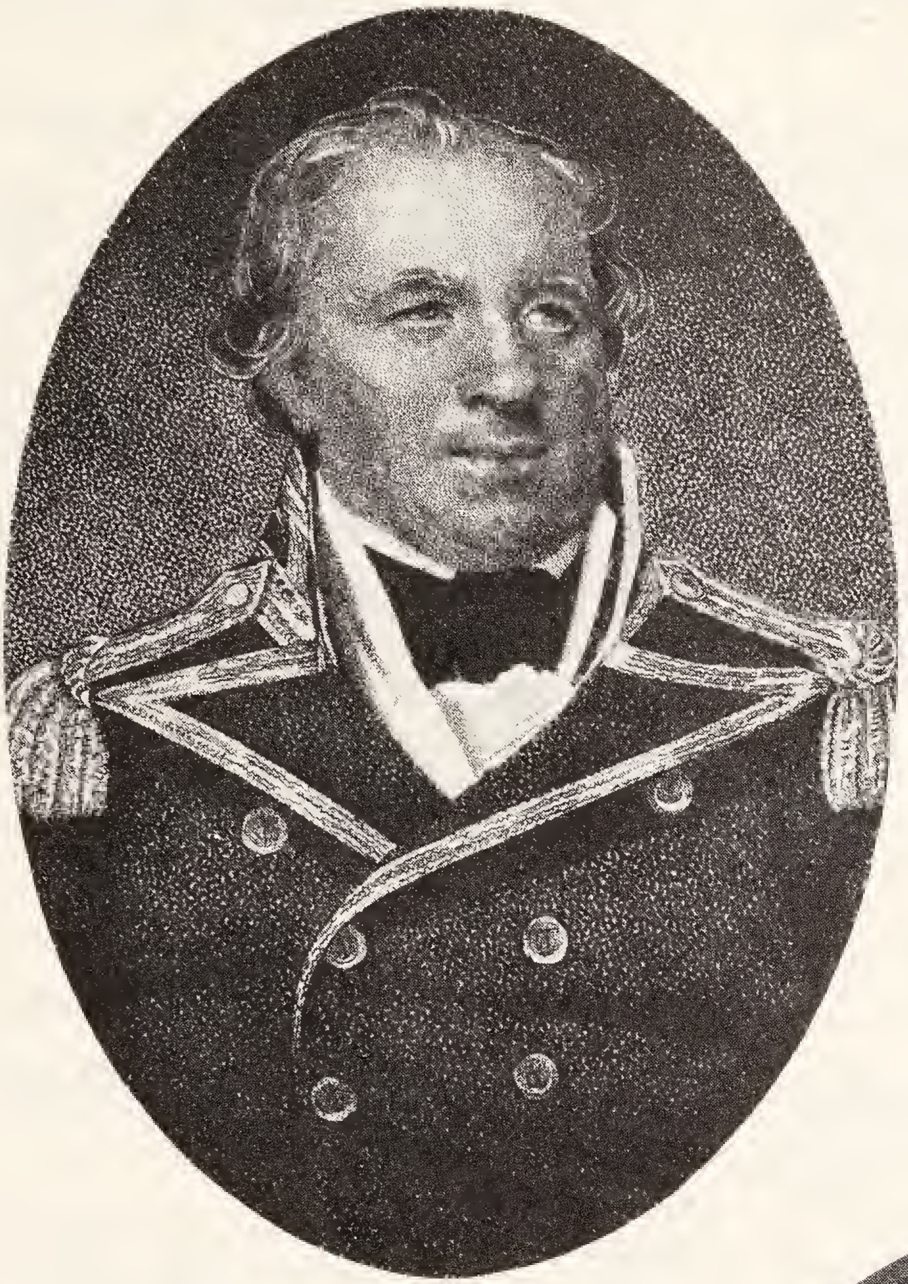
1. John Fisk Journal, AAS.

Providence Gazette, Saturday, August 10, 1776

Providence, August 10.

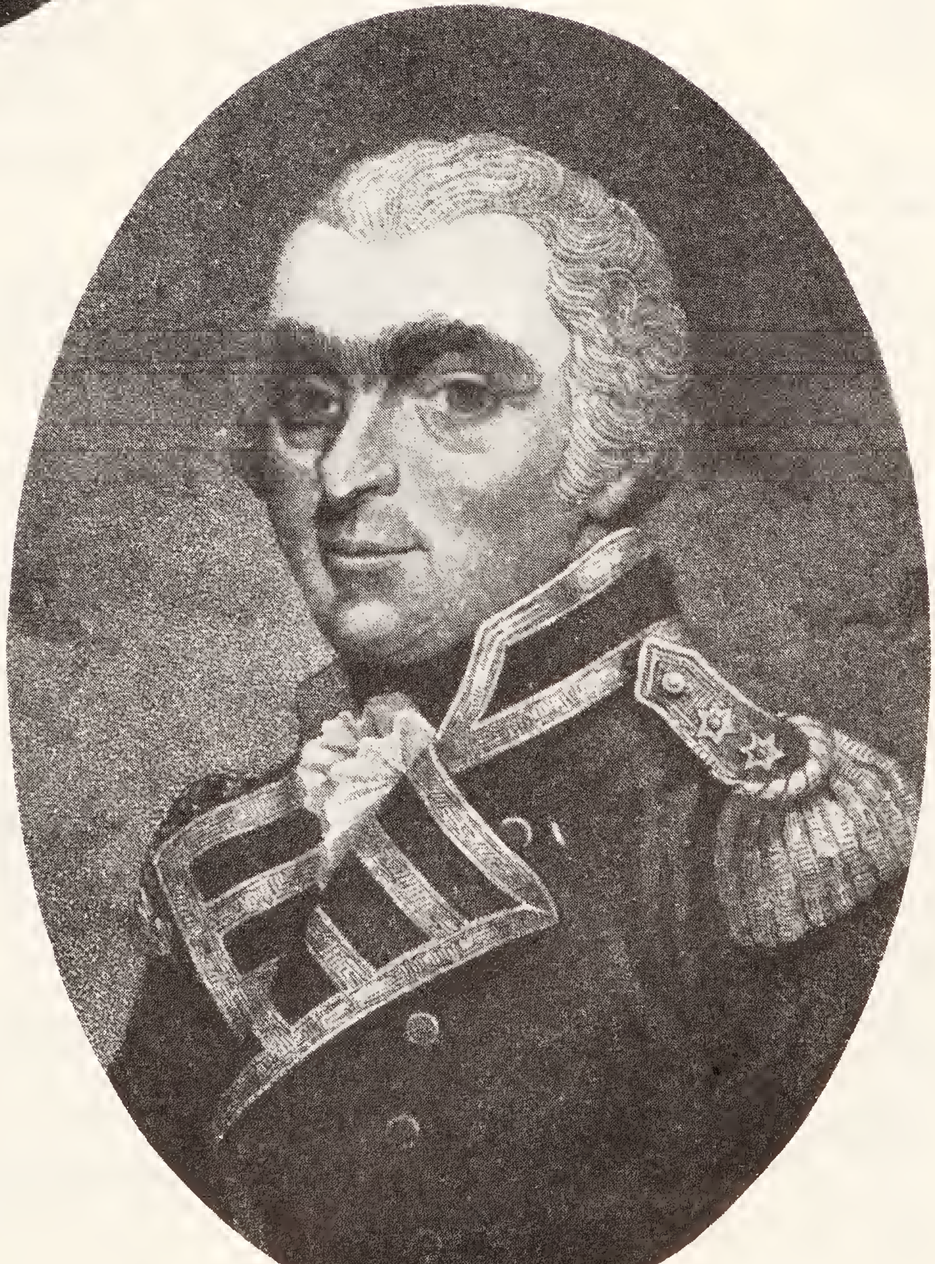
Tuesday last arrived here a Prize Ship, taken by the *Diamond* Privateer, Capt. William Chace, of this Port: She was bound from Dominica to Bristol, and had on Board 310 Hogsheads of Sugar, and 200 Barrels of Oil.[1]

A Prize Ship mentioned in our last to be taken by the *Montgomery* Privateer, Capt. Daniel Bucklin, of this Port, is arrived at Dartmouth: She was bound from Barbadoes to London; her Cargo consists of 200 Hogsheads, 40 Tierces and 4 Barrels of Sugar, 106 Hogsheads of Rum, 127 Bags and 15



John Shank.

James Dacres.



Barrels of Ginger, 22 Bags of Cotton, 1 Pipe of Madeira Wine, and 39 Barrels of Oil.[2]

Another valuable Prize taken by the *Montgomery*, in Conjunction with a Salem Privateer, is arrived at Falmouth.

Thursday last arrived here a French Sloop from the West-Indies, laden with Molasses, &c. The Captain informs, that a Fleet of 20 Spanish Men of War, were lately seen steering for the Havannah.

Some American Vessels, it is said, have been lately seized by the Portuguese, whose Dependence on the British Crown for Protection and Aid against their Spanish Neighbours, obliges them to comply with every thing required of them.

[1] The ship *Jane*. Captain Chace's libel against the prize is also in this issue of the newspaper.
[2] The ship *Eagle*. See also this issue for Captain Bucklin's libel.

Muster Roll of the Continental Sloop *Fly* [1]

Muster Roll of the Officers and Men belonging to the Sloop *Fly* Hoysteed Hacker Esqr Commr

when entered into the Service	What Vessel turned over from	When turned over	Men's Names	Stations in which they have entered	Run, dead, Sick, Discharged or turned over
1775		1776			
Nov. 20	Brigt *Cabot*	Jany. 20	Hoysteed Hacker	Captain	turned over to Brig *Hamden* Aug 10
" 25	Ship *Alfred*	" 30	John Fanning	Lieutenant	Run July 15
1776					
Jany. 3			Robert Robinson	First Mate	
March 16			Leven Daskell	Second Mate	
1775					
Dec. 23d			William Weaver	Cooper & Steward	turned over to *Hamden* Aug. 10
	Sloop *Providence*	Feby. 13	John Downe	Boatswain	turned over to *Columb[us]* June 9
December 28			Thomas Burgess	Able Seaman	turned over to *Columbus* June 9 & returned 24 do.
" "			Joseph Jackys	ditto	turned over to ditto June 9
1776					
Jany. 1			Joseph Sherman	Landsman	discharged April 10
" 6			John Young	Able Seaman	Run April 13th
" 1			William Pearce	ordinary "	turned over to *Hamden* Aug 10 & dischd Oct. 10
" 1			John York	ditto	Run July 4th
" 11			Joseph Breed	Landsman	Put on Shore sick at N. L. April 8th
" 1			Christopher Crandol	ditto	Run April 13th
" 11			John Cook	ditto	
" 2			Daniel Scranton	ditto	Run April 30th
" 17			Quako Chadwick	ditto Negroe	
" 11			John Clarke	Cook "	
" 8			Weden Carpenter	Landsman	Run July 4th
" 2			Stephen Fowler	ditto	Run April 9th
" 1			Parker Hall	ditto	Run April 12th
" 6			Samuel Tyler	ditto	put on shore sick at N. L. April 8
" 1			William Johnston	Ordy Seaman	turned over to Brig *Hamden* Aug 10
" "			Reuben Deway	Landsman	turned over to ditto Aug 10
" "			Mackson Chase	ditto	turned over to *Alfred* Mai 16
Feby 11			William McHoster	ditto	
Jany 1			John Chadwick	Boy	
May 30			Samuel Hacker	Boy	Turned over to Brig *Hamden* Aug. 10, 1776
April 30			John Lance Hacker	ditto	
Feby. 8			Lawrence Ash	Ordy Seaman	discharged June 19th

The above is a true Muster Roll of All the Officers and Men belonging to the Sloop *Fly* under my Command from the time of their entering until this day.

Sloop *Fly* August 10th 1776

Hoysteed Hacker

(Copy)

[1] R. I. Arch.

NATHANIEL SHAW, JR. TO CAPTAIN SAMUEL ALCOTT, HARTFORD [1]

New London Aug. 10, 1776

Inclosed is Robert Knights Receipt for some Cordage & Sail Cloth, which is intended for the Vessels fitting on the Lake & must be immediately sent off[f] for Albany to the Care of Philip Van Renslear Store Keeper it would be best to have the waggon that carries the Sail Cloth Covered It was purchased here by Capt Leonard Van Beuren, who I suppose will be with you by the time this boat gets up. He will leave a draft with you for the amount of my Bill on Jona Trumbell Esqr pay Master General & beg you will desire him to make the draft pay to you & send it to Albany by the Wagoner or some safe hand & let me know when you receive it, I would not have given you this trouble but know the Service requires it. I am &c.

N Shaw Jun^{r}

N B. Pay the frt £3, the storekeeper will pay the Cartage

30 bolts Duck @ £6	£180
Frt	3
	£183

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[1] Shaw Letter Book, YUL.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT STATE SCHOONER *Spy* [1]

Schooner *Spy* Robt Niles Commander to Nath Shaw Junr Dr

1776 Aug 10	To 213½ lb Powder a 5/4	£56.16..–
	to 84 lb Muskett Ball /6	2..2..–
		£58.18..–
	To My Commissions 2½ pCt	1..9..6
		£60..7..6

[Endorsed] Schooner *Spy* No 7

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[1] Nathaniel Shaw Accounts, ConnSL.

ORDERLY BOOK OF BRIGADE MAJOR PETER SCULL [1]

Head Quarters [Ticonderoga],
Aug. 10th 1776

Lieut. Col. Courtland [Philip Van Cortlandt] with the Officers and Soldiers of Col. Wynkoop's Regimt, and the Companies of the New-York Militia to go in Batteaus to morrow Morning early to Skeensborough – they are to take as many Boats as possible – The Batteau Master to deliver them the Boats this morning – The Batteau Master is immediately to send to the different Incampments and collect all the Oars. – Neither officer or Soldier is for the future to use any of the Oars for any other purpose than that they were design'd for – proper Poles must be cut to carry Provisions and Baggage.

Col. [Joshua] Wingate's and Col. [Isaac] Wyman's Regts to Furnish 12 Sub[altern]s 12 Serjts 12 Corp, 5 d[ru]ms & 259 privates to assist in manning the Fleet [2]

They must be sent to B. G. [Brigadier General] Arnold at Head Quarters. at six O Clock this evening – They will have the same extra Allowance as the other troops serving in the Fleet – The Genl desires that as many Seamen as those Corps can furnish may be sent with the above Command.

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1. MNHP.
2. These were men from two New Hampshire militia regiments.

LIEUTENANT COLONEL ROBERT HANSON HARRISON TO BRIGADIER GENERAL THOMAS MIFFLIN [1]

[Extract] Head Quarters New York August 10th 1776.

Apprehensive that the Enemy, If they go up the North River, may attempt to go down the Creek in their Boats and destroy Kings bridge, His Excellency judges it Necessary, that you should direct Colonel [Rufus] Putnam & Monsr [Antoine Felix] Wiebert to mark out some Convenient spot where a small work proper for its defence and security must be thrown up, as speedily as may be.

His Excellency wishes you to sink as soon as possible the Vessels &c. for Obstructing the Channel, and should you want more, that you will certify Genl Putnam of the same.[2]

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1. Washington Papers, LC.
2. Washington on August 11 urged Colonel Rufus Putnam "to hasten the Sinking of Vessels and other obstructions in the River at Fort Washington as fast as it is possible." Charles S. Slack Collection, Dawes Memorial Library, MCL.

JOURNAL OF H.M.S. *Niger*, CAPTAIN GEORGE TALBOT [1]

August 1776 Do [Sandy Hook] N 67.00 W 54 Leags

Friday 9 at 3 AM saw a sail in the SE Qr at 4 Wore ship & gave Chace at 6 Fir'd a shot & Brot her too a Brig from the Coast of Brazil & St Eustatia Laden with Spermacety Oil belonging & bound to Nantuckett Jonathon More Master took the Master Mate 2 of the People & 7 Passengers out of her sent a Petty Officer & 5 Men to take Charge of her [2] at 7 saw a sail in the SW Qr at 10 made sail

Light Breezes & Fair Wr

at 5 PM hoisted out the Barge & sent her Man'd & Arm'd with the 1st Lieut after the Chace a sloop bearing SSW 3 Leags at ½ past 9 Fir'd a swivel a sigl for the Sloop Kept Do Every ½ Hour till 12

Saturday 10 at 1 AM the Barge returned having made a Prize of & took out of the sloop the Master (Moses Lipett) his mate & 5 hands Left a Petty Officer & 6 men onboard to take charge of her a Prize belonging & bound to Rhode Island From St

Cruize Laden with Raw Sugar & Salt[3] at Noon the Brig & Sloop in Compy

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1. PRO, Admiralty 51/637.
2. There is no record of this in Howe's prize list for March 31, 1777.
3. The sloop *Hope,* Moses Lippitt, master, which cleared from Providence, Rhode Island, for St. Croix, April 26, 1776. See Volume 4, 1481.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Saturday, August 10, 1776

Resolved, That the said [Secret] committee be directed to deliver to the order of the Marine Committee, such quantity of arms and ammunition, as may be necessary for the use of the continental frigates.

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1. Ford, ed., *JCC,* V, 645.

JOURNAL OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,
[Philadelphia] August 10th, 1776.

Resolved, That it is the opinion of this Board, that the present dissatisfaction which prevails in the Naval Department of this State, arising from a disputed Command, will greatly weaken the defence provided for the River Delaware, and that a hearing of the Officers before Convention, and a speedy determination of that matter, would be Conducive to the security of this State.

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1. *Pennsylvania Colonial Records,* X, 680.

"EXTRACT OF A LETTER FROM PHILADELPHIA, AUGUST 10."[1]

We have this day an account of a Jamaica Guinea ship, with 7 hogsheads of sugar, 8 or 9 of rum, and 7,000 dollars, being taken by a privateer from Maryland, and is safe arrived in port, also a New England brig from Martinico. The Antigua brig I mentioned in my last, fell in with the *Boreas* man of war, when the prize master passed for the real Captain, went on board, and shewed his papers, and was politely treated; (the *Boreas* was from the West-Indies and Carolina.) The Captain desired him to keep well to the eastward, but the prize master said he was not afraid of the Americans, as they were a pack of cowards; to which the Captain replied, he was mistaken, for at Carolina they fought more like devils than men, much more than cowards.

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1. *Connecticut Journal,* August 21, 1776.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Saturday. August 10th 1776.

It being represented to this Board, that the publick landing at Quarles's Warehouse is a proper place for building Vessells for the public service, and that the Warehouses there (at present useless) are very proper for reception of the Workmen as well as the materials for carrying on the Work, and necessaries for subsisting the men, This Board think proper to recommend to the Court of the said County of King William to permit Mr Caleb Herbert and his Workmen to occupy so many of the said Houses as he shall find necessary as long as he shall be engaged in building for the Country, and to allow him at the expense of the public, to make such necessary additions to the said houses as he may be directed to do by the Commissions of the Navy.

Ordered, that Colonel George Weedon of the 3d Battalion be permitted to apply to the Commissioners of the Gun manufactury at Fredericksburg or to Mr James Hunter for such Arms as they may have already finished for the publick, upon his delivering as many other Guns which are now in the possession of his Battalion in their room, which Guns are desired to be forwarded to this place without delay for the use of the marine Companies in York and James river

1. McIlwaine, ed., *Journals of the Virginia Council,* I, 116, 117.

Dixon and Hunter's *Virginia Gazette,* Saturday, August 10, 1776

Williamsburg, August 10.

A Captain of a vessel, who is just arrived with powder and arms, informs, that he met with Lord Dunmore's fleet off the Capes, standing out to sea, in two divisions, one to the southward, and the other to the northward. They have been several days lying in Lynhaven Bay, and have burnt some small vessels which probably they had not men to manage, or were unfit for a voyage. – May they never return.

Vice Admiral James Young to Philip Stephens [1]

Sir, English Harbour Antigua 10th August 1776

By the *Argo* I acquainted their Lordships that the *Shark* Sloop had Engaged an American Privateer off St Pierres Bay, Martinico; and transmitted for their further information Copys of Captain [John] Chapman's Letter to the Governor of Martinico, and his Answer thereto, likewise Captain Chapman's Letter to me on the occasion. Since then, I sent Captain [Thomas] Eastwood in the *Pomona* Sloop, with a Letter to the Compte D'argout (Governor of Martinico,) Copy of which Letter, and of Captain Eastwood's Orders, and Instructions thereon are inclosed, and Marked No 1, & 2; and the Paper marked No 3 is the Compte D'argout's answer to my Letter; by which their Lordships will perceive that all kind of Protection, and Countenance, is given to the American Rebels, at the French Islands, and I can likewise assure them of the same being done at the Dutch and Danish Islands: So that I apprehend We shall now be very much pestered with these kind of Armed Vessels, and that they will make no manner of Scruple to Arm and fit them, for Sea, at all the Islands in these Seas, not belonging to Great Britain; as they certainly can more readily procure Ammunition and Naval Stores for them at said Islands, then in America. – The Vessel I wrote about is now heaving down and Refiting at Port Royal, Martinico; it is said She sails very well, and had taken before her arrival there Three Prizes, Vizt a Ship from Grenada, a Brig from this Island (bound to Ireland, with Rum) and another to Glasgow, all which She sent to America.

Their Lordships I presume will perceive by the Governor of Martinique's Answer to my Letter that any further Correspondence with him (or indeed with any of the Governors at the other Islands) will be useless. I therefore hope they will be pleased to give me such farther Instructions as may be thought proper, and necessary on the present occasion, as by the Kings late Instructions We are so very strictly enjoyned to Observe the exactest Neutrality towards the Foreign Ports. – I likewise wish to receive their Lordships farther directions about that part of the Kings Instructions relating to the keeping the American Prisoners, as they will soon increase here to a considerable Number; and there is no place of Security provided to keep them on shore, neither can it be proper in this Climate to Croud the Ships with them, as that would undoubtedly cause great Sickness to happen onboard, and thereby very much distress the Service. – I have just now received a Letter from Governor [Valentine] Morris of St Vincent, Copy of which, marked No 4 is inclosed; by it their Lordships may perceive I have not been mistaken in the Surmise I mentioned in the beginning of this Letter. I shall send the *Pomona* to Sea to morrow, with directions to Cruize between Port Royal Harbour and the Island of St. Lucia, to endeavour to intercept said Vessels, and will write at the same time to Captain Chapman (who was directed by my Orders of the 16th July last to Cruize about those Islands) to assist in the like Service, and I flatter myself they may by keeping a good look out, be enabled to intercept and take the aforesaid Armed Vessels. I am Sir [&c.]

Jam^s Young.

1. PRO, Admiralty 1/309.

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11 Aug. (Sunday)

James Warren to John Adams [1]

[Extract] Boston, August 11, 1776

. . . I wish I could entertain you with any important intelligence. We have nothing going forward here but fixing out privateers, and condemnation and sale of prizes sent in by them, so many that I am quite lost in my estimate of them, and West India Goods are falling at a great rate. Yesterday arrived a prize taken by a [New] York Privateer with several hundred bags of cotton (a capital article), etc., etc.[2] While all this is going forward, and whole fleets have been here, and might have been taken by your ships if at sea, I can't sufficiently lament the languor, and seeming inattention to so important a matter. A very fine ship lies at Portsmouth waiting only for guns,[3] and I am told there are not yet orders issued for manning those at Newbury Port.[4] This delay disgusts the officers, and occasions them to repent entering the service. . . .

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1. *Warren-Adams Letters Being Chiefly a Correspondence among John Adams, Samuel Adams, and James Warren* . . . (Boston, 1917–1925), I, 267–69. Hereafter cited as *Warren-Adams Letters*.
2. The ship *Earl of Errol,* 270 tons, John Bartlett, master, from Jamaica for London.
3. The Continental frigate *Raleigh*.
4. The Continental frigates *Boston* and *Hancock*.

NATHANIEL SHAW, JR.'S LIST OF ORDNANCE STORES SHIPPED TO THE ARMY IN NEW YORK[1]

[New London August 11, 1776]

Invoice of Warlike Stores Shipt to New York p David Harris & Consigned to Ezekiel Chevers Commissary of ordinance Stores viz

2 boxes Conta[ining]
16 Carcass's
1 bar Conta
1 paper Quick Match
11 Long paper Tubes or fallse fires
300 Tin Tubes } fill'd
39 Flannel cartrages
258 Fusees
2 papers pitch
1 pr pinchers
4 Irons
1 Spring
6 Fire Rings
3 Fire Rings
16 Sheels fill'd
1 Brass Howet } all Returned but these
2 Carriages
175 Empty Sheels
To Joseph Trumbull p Harris
1 box 20 Arms from Baleys
1 box 24 do } charged to Gen Washington
1 box 30 do Brass Mounted

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[1] Shaw Papers, Ledger 39, YUL.

NATHANIEL SHAW, JR.'S ACCOUNT OF ORDNANCE STORES SHIPPED TO NEW YORK[1]

[New London, August 11, 1776]

1776 The Ordinance Store at N York Ezekiel Chevers Esqr
Apr Recever General Dr.

23	9 Brass Morters 14..0..4	@120/	£ 84..4..0
	50 Seven Inch Chells 12..3.22 150 Five & half Inc do 20..0.10	£ 18	29.14..7
	2 Wooden Beds for the 5½ Inc Morters 6 Iron Mounted not apprized		0..0..0
	1 Brass Howet from the *Boulton* deld Robt. Coak		40..0..0
May	3998 Shells of Different Sizes 22 ton. 15.2.24		410..2.10
10	1 Brass Mortar 4..0..0 6 Small do 1..0.23	@ 20/	31..5..1
	p Capt [Robert] Niles		

30	59 Shels & 1 Shott p Capt Hacker	5..3..25	@ 18/	5..7..6
Aug	1 Brass Howet			40..–..–
11	2 Carriages not apprized pr David Harris			£640.14..0
	To pd Davd Harris f[reigh]t of do			6.10..0

1. Shaw Papers, Ledger 39, YUL.

Major General Horatio Gates to Governor Jonathan Trumbull [1]

[Extract] Tyconderoga 11th August 1776

. . . Our Fleet since the Arrival of the reinforcement of Carpenters grows daily more & more powerful, inclosed is a List [2] of those Man'd, Armed, & ready for Action at Crown Point a Schooner, a Row Gally & three more Gondolas are rigging here & will this Week Join those at Crown Point when General Arnold will sail with the whole down the Lake – Three fine Row Galleys will be finished in a Fortnight at Skeenesborough & directly Join the rest of the Fleet under General Arnold, this is a Naval Force when Collected that promises to Secure the Comand [of] Lake Champlain

. . . Captain & Thirty Nine Carpenters, from Rode Island, Hired by the united States, at prodigious Wages, General Waterbury writes me Word, are Inoculated at Williams Town. I beg you Sir to write to Governor Cooke to Dismiss them immediately, pay they do not deserve a penny, they should on no Account be permitted to come to Skeensborough, I am confidently assured we can do without them.

1. "Revolutionary Correspondence of Governor Nicholas Cooke," *Proceedings of the American Antiquarian Society* New Series, XXXVI, 332–34.
2. A copy of this letter was sent to Governor Cooke, but the list was not enclosed.

Journal of H.M.S. *Jersey*, Captain William A. Halsted [1]

August. 1776 Montock Point NNW. 16 Leagues

Sunday 11 at 4. AM. sounded from 70, to, 50, Fathoms. Do Ground. out 3d and 2d Reefs Topsails. at 6 saw a ship & Brigg to the NW who bore down to us, both fitted for War. we hauled to the Northwd and fired several shot at the Brigg, who attempted to cut off a Brigg in our Company. Gave chase out all Reefs Topsails.

Light Airs and Cloudy Weather. at ½ past 7 PM, finding the Chase gained on us considerably, bore up sounded in 35 faths black Ouze like the former, in 1st & 2d Reefs Topsls

1. PRO, Admiralty 51/493.

Vice Admiral Richard Lord Howe to Lord George Germain [1]

Eagle, off Staten Island.
11th August 1776

My Lord,

Conceiving it of the utmost Importance, in pursuit of the Objects of the special Commission with which I had the honor to be charged by His Majesty, that the Colonies in Rebellion should have the earliest Information of His Majesty's most gracious Intentions, with respect to the Restoration of Peace, and the granting of Pardons to such of His Majesty's Subjects as, by a speedy Return to their Allegiance, might deserve the Royal Mercy; I thought proper, in the course of my Voyage, to prepare a Declaration to that Effect, together with a circular Letter address'd to the Governors, or, in their Absence, the Lieutenant Governors or chief Magistrates, of the respective Colonies; Copies of which I have the honor to inclose to your Lordship, Ns 1 & 2. –

I had little expectation that these Letters and Declaration would reach the Hands of His Majesty's Governors. – My Object was, that they should be circulated as much as possible throughout the Provinces; and I hoped to have found an opportunity of landing them soon after the time of their Date, by means of some Vessel I might meet with upon the Coasts; But no opportunity offered 'till I arrived off the Harbor of New York, on the 12th of last Month, when I dispatched the first Lieut of the *Eagle*, to Amboy, with those intended for the Colonies to the Southward of New York, directing him to deliver them to any Person who might appear in Authority, and to desire they might be forwarded by the Post. –

The inclosed printed Paper No 3, which came accidentally to my Hands, will inform your Lordship of the Resolution of the General Congress, upon their Receipt of the above mentioned Packets, which it seemed were transmitted by Mr (called General) Mercier [Hugh Mercer], the Commanding Officer at Amboy, to Mr Washington at New York, and by him to the Congress. –

Captain [William C.] Burnaby in the *Merlin* Sloop was charged with the Packets for the Colonies of Massachusets Bay, Rhode Island, Connecticut, and New Hampshire, and directed to land them at Rhode Island – On the 28th of last Month he returned, with a letter to me from Mr [Nicholas] Cooke, acknowledging the receipt of my letter & Declaration, and acquainting me that he had communicated them to "the General Assembly of that State" then sitting at Newport, who would transmit Copies of them to "the most Honorable the General Congress of the united States of America, to whom every application ought to be Addressed, and must be referred." A Copy of Mr Cooke's letter to me is enclosed No 4 –

As the issuing of the above mentioned Letters and Declaration, is the only Measure I judged necessary to take before I could have a Conference with General [William] Howe, I have nothing further to add in this separate Dispatch but my hopes of being informed by your Lordship, that my Conduct is honored with His Majesty's Approbation. – I am &c.

Howe

Inclosures

No 1 – Copy of Lord Howe's circular Letter to the Governors, dated June 20th 1776 –

2 Copy of Lord Howe's Declaration, dated 20th June 1776.

3 – Resolution of the Congress, 19th July 1776

4. – Copy of a Letter from Mr Nichs Cooke of Rhode Island to Lord Howe, dated Newport 21st July 1776

[Endorsed] Lord Viscount Howe. R 28th Septr

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1. PRO, Colonial Office, 5/229, LC Photocopy.

JOSIAH BARTLETT TO JOHN LANGDON [1]

[Extract] [Philadelphia] August 11th 1776

Dear Sir. Yours of the 29th ulto is come to hand and I congratulate you on your late appointment. Col Whipple sets off to morrow morning for Portsmouth and takes with him your commission as Continental Agent and will be able to inform you of every thing relative to it. He will be likely to make a little stop at New York and will go by the way of Providence and if possible procure the guns for your ship &c which stops may prevent his being with you as soon as this may reach you, but will no doubt in a few days after. He takes with him sixty thousand dollars for the account of New Hampshire . . .

You have no doubt heard that Clinton and Cornwallis since their defeat at South Carolina have joined General Howe – Governor Dunmore and his ragamuffins it is said have left Virginia and are supposed to be going to join General Howe. I think we may expect that some important event will soon take place at or near New York – God grant it may be favorable to the United American States

August 13th. Col Whipple left us for New Hampshire yesterday 2 o'Clock. I am [&c.]

Josiah Bartlett

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[1] William Whipple Papers, Force Transcripts, LC.

ROBERT MORRIS TO SILAS DEANE [1]

[Extract] Philada August 11th, 1776

Dear Sir I have been so exceedingly harrassed with Public business of various kinds that it has not been in my power to be so good a Correspondent to you as I always intended, but as you know my situation you'l make allowances & excuse it. I am much Concerned that we have been so unfortunate in our Remittances to you. One ship whose Cargo Cost £6000 Curry and upwards has been taken sometime since this Cargo was intended for Cadiz to address of Messrs Duff & Welsh with orders to hold the Nt pceeds at your disposal but as they will never receive it you need not write to them on the Subject,[2] Since that a Brigt *Charming Polly* (first Capt McFaden [William McFadden]) Capt [Philip] Lacey has been taken on this Coast with a Cargo of near £3000 Curry that was bound for Bourdeaux Consd to Messrs Delap with orders to Account with you for the Ntpceeds [3] besides these Genl Washington has unloaded either two or three Vessells that were loaded on purpose to make Remittances to you and their Voyages by this means are broke

up. other Cargoes are & have been necessarily detained by the Men of War on our Coasts and in our Bays &c, hitherto you will think your self unlucky in these untoward Circumstances and you have really been so, but this must not dispirit us for you may depend on it, I will persevere in making you the necessary Remittances with all possible Expedition, and you will in the end be fully Convinced of my attention to you
By this Conveyance I remit sundry bills to Messrs Saml & J. H. Delap Amounting to £2000.0.9 Sterlg with orders to hold the same at your disposal the amount being towards the Indan Contract and you will apply it accordingly, by other Conveyances I shall remit more bills as fast as I can get them – in the mean time I hope you will appear in such a respectable character as to be able to obtain all the Indian Goods on Credit untill the remittances get safely to hand these Goods will be exceedingly wanted and I most sincerely wish you may not have lost one mom[ent] in obtaining & sending them out. . . .

I have in a former letter told you the whole Continent wou'd be in want of Woolen Goods the ensuing Winter and you may depend that sufficient supplys cannot be sent out in time. We have lately got in a most Noble Crop of Flax and every body that understands cleaning & manufacturing of it are employed this will furnish large quantitys of Coarse Linens, but Linens of about 2/ to 3/ Stg p yard, good shirting Linens Table Linen, Ravens or other Duck fit for Tents, Sail Cloth of all sorts, Cambricks, Lawns, Muslin &c will all Continue to be much Wanted, all sorts of Cutlary Ware, Coppers Tin & Lead & every kind of Goods fit for Winter Wear must bring any price I therefore propose that Tom[4] & you shou'd try yours and our Credit jointly and propose to some of the most Wealthy Houses in France to ship out quantitys of suitable Goods to Martinico & Cape Francois to be reshipped from thence hither, I dont care how much Value you send the more the better especially if you can get Insurance made on the Value from the West Indies here against all Risques we will employ good Vessells in transporting them hither and it will very often be in my power to obtain Convoy as our Frigates will frequently be Cruizing in the West Indies. I wou'd propose that you shou'd immediately send off as large a Value as you can in Winter Goods & an assortment every Month afterwards suitable for the Season at which they may be expected to arrive.

These Goods may if you please come out 2/3ds on account of Willing, Morris & Compy and 1/3d on your Acct You must fix with those that Ship them the length of the Credit and the Interest to be paid for their advances as well as their Commission &c. youl observe that British Manufacturers were before the present Contest shipped from England in the greatest abundance for 2½ pCt Comn on 12 Months Credit, after which 5 pCt Interest to Commence if the payments were not then made; I am very sensible we cannot expect that Confidence from French & other Foreign Merchants now, that we formerly enjoyed with the Merchants in England, but I know that all Trading People do & must run Risques & that they are content to do so, when paid an equivalent, now when it is Considered that from our late Non

Exportation agreement, and from other interruptions to Commerce, it is not possible we can Remit bills previously or have proper Funds in Europe, it will not be thought strange that we shou'd under such Circumstances seek for Credit, and if our Cause is Crowned with success (which I think must be the case sooner or later) there is little danger in trusting us or indeed none at all, & that on the Contrary if we shou'd be unsuccessfull the Goods may be stopped in the West Indies for you may be sure we will not order them from thence unless we see perfect security in sending. I say when these things are attended to, not half the danger will appear that may at first be imagined, now if the Goods arrive safe we can sell them instantly for ready Money at very high prices and wou'd immediately Invest the Money in the purchase of Tobacco, Indigo, Flour wheat & such other produce as may suit the Fren[ch] Market. If Insurance can be made on these Products against the Risques the Remittances will thereby be Rendered Certain & the payment for the Goods speedy I hope therefore you will exert Yourselves to the utmost to Effect this plan and if any French or Dutch Houses choose to join you in it they may be a third, you a third & we a third or in any other proportion you like better. At Martinico Wm Bingham Esqr & Mr Richd Harrison will Receive & forward the Goods at Cape Francois Mr Stephen Ceron[io] or in his absence Mr Jno Gaignard. . . . You may depend that the pursuit of this plan deserves your utmost exertion & attention so farr as your mind is engaged in the making of Money for there never was so fair an opportunity of making a large Fortune since I have been Conversant in the World And you may assure yourself and all Concerned in this matter that I will manage whatever comes here to the utmost advantage and make the most immediate Returns for the Value, therefore I hope you will execute something Considerable without delay . . . there are many changes in Congress since you left us some for the better & some Worse. Our Frigates are really fine Ships and the Marine Committee have it in charge to Report ways & means for encreasing it and this can be done with great facility & dispatch, so that you may expect these States to become very formidable on the Seas next Summer or Sooner . . .

1. Silas Deane Papers, ConnHS.
2. Ship *Aurora,* Captain Getscheus, taken and carried into Gibraltar.
3. The *Charming Polly* was taken by H. M. S. *Orpheus.*
4. Thomas Morris, half brother of Robert Morris.

"Copy of a Letter to Captain Richard Smith of his Majesty's Ship *Lark,* Dated *Perseus* at Sea the 11th. of August 1776." [1]

Sir

I am sorry to acquaint You that several of the Ships under my Convoy are exceedingly refactory and inattentive to the Signals made for His Majesty's Service, which gives me reason to believe that some of those who sail best incline to make the best of their way, which may occasion detriment to the Service: I therefore humbly represent that if your orders will admit of joining Convoys and keeping Company, we may be better above to execute the Service intended. I am Sir [&c.]

G. K. Elphinstone[2]

[Endorsed] No 1 In Lord Howes No 25

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1. PRO, Admiralty 1/487.
2. The *Lark* had under convoy twenty-four sail of victualers, and the *Perseus,* twenty transports with troops and provisions, Tatum, ed., *Serle's Journal,* 123, 130.

12 Aug.

JOURNAL OF H.M.S. *Blonde,* CAPTAIN PHILEMON POWNOLL[1]

Augt 1776 Moored off Point Champlain.

Monday 12 AM Employ'd occasionally, sent a Mate and 20 Men for the Service of the Lakes,[2] work'd the Ventilator.
Clear Wr and fine, PM nothing remarkable hapned

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1. PRO, Admiralty 51/118.
2. *Ibid.,* on the following day the *Blonde* sent "a Midshipman and 20 Men for the Service of the Lakes." On September 4, the journal noted: "past us the *Tritons* longboat with 37 Men for the Service of the Lakes," and on September 7, "the *Isis* Longboat and Two Longboats from Transports pas'd us going to Chamblee with 90 Seamen for the Lake Service."

JOHN LANGDON TO NICHOLAS BROWN, PROVIDENCE[1]

Sir – Portsmouth 12th August 1776

Your favour P Captain Hawkins I've recd am sorry for the Misfortune of the Masts; on receiving your Letter, immediately orderd our Mast makers to examine the Docks for Masts they have got some of them, and are at work, shall soon have them ready. Capt Hawkins is at Newbury will soon be here with his Sloop to take them round, have order'd some to be hawled for Top Masts &c shall take every care to give every dispatch in my power, we shall, Hew them; and also toung'd them, that they may be lighter for transporting on deck – Colo [Joseph] Nightingale has been here, with whom I've discoursed fully relative to the Guns; I've desired him to inform the Committee that I depend on the next Guns to your's and therefore if the Contract is wrote & sent down, I will sign it, and send it back, and in that case my Guns will be done (as I conceive) full time for Your second Ship,[2] therefore I cant conceive the least impropriety of your lending me the Guns for this Ship now, as mine will be done in time for you, as I never meant to interfere with the first Contract for Guns, for I understood when there, that the Committee could not cast any more at so low a price; therefore expect to pay more.

If it suites the Committee, should choose to have 26, 12 pounders, 6 Six pounders – 20 Swivels, but should it not suit, the whole Twenty Six to be Twelve pounders, Eight or ten 18 pounders would do, I mean if the Guns can be lent out of those already cast, which I hope they may, as it will most certainly serve us all to get this Ship out – Should the Committee see fit to spare them, pray send teams off immediately with them to Boston to the Care of Messrs Brusk and Hammott who will send them me by Water pray let me know by return of post if they will spare them, and how soon they will set off, pray send by the first teams, one of each sort. – I am with Respect [&c.]

John Langdon [3]

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[1] John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

[2] Continental frigate *Providence*.

[3] *Ibid.*, Langdon wrote a similar letter this date to Jabez Bowen, Providence.

JOHN LANGDON TO CHARLES MILLER [1]

Sir – Portsmouth 12th August 1776

Your favour of the 8th instant I receiv'd by which I find you have directions to deliver Provisions for this Ship I've wrote to Messrs Breck & Hammott to receive it and send it round P Coaster. I am ordered to lay in Six Months Provisions and to keep that good, therefore you'll be good enough to spare as much as you can to Compleat the same. I gave an order on you in favour of Messrs Breck & Hammott for One hundred barrels beef one Do of Pork One hundred barrells of Flower, Fifty bls of Bread, five Casks of Rice, four or 5 Firkins of Butter &c the whole or as much of these Articles as shall be Convenient youll please forward – I shall be very glad of about Twenty or thirty Hhds Salt, which youll please Order Ship't here for the use of the Continent, or deliver it to Messrs Breck & Hammott who will ship it – I am with Respect [&c.]

John Langdon

To Charles Miller Esqr Commissary Boston

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[1] John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

ORDER OF MASSACHUSETTS COUNCIL TO REPLACE GUNS LOANED BY JONATHAN GLOVER [1]

In Com[m]ittee of Council [Watertown] Augt 12[th] 1776

Ordered – That the Com[m]issary General be and he hereby is directed to deliver Colo Jonathan Glover three four Pounders that are on Cambridge Com[m]on and three four Pounders on Boston Com[m]on; being in lieu of four double fortifyed four Pounders belonging to Said Coll Glover and one three Pounder to Coll [Azor] Orne which are now on Board the Sloop *Tyranicide* Jno Fisk Comr – as Also the Sponges & Laddles belonging to the same if there should be any

Jn° Avery Dpy Secy

Ordered – That the Com[m]issary General be and he hereby is directed to deliver Col Jonathan Glover or to his Order five hundred Weight Powder – he paying for the same at the Rate of five Shillings p [lb.]

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[1] Mass. Arch., vol. 165, 44.

JOHN BRADFORD TO JOHN HANCOCK [1]

[Extract] Boston 12th Augst 1776 –

. . . Orders are come forward to deliver all the provision that came in the Ship *Peggy* to the Depy Commiss[ary] and he tells me he cant redeliver any part to me without an Order for that purpose, Will you please to send pr Next post the Necessary directions; Since the Grand prize wch was sent to portsmo; has been sent in here by two [New] york vessells a Ship from Granada with 400 hds Sugar 430 Bales Cotton an Article much wanted,[2] I hope to have the pleasure in my next to Acquaint you Sir, with the Arrival of some of the Continental prizes. The *Hancock* and *Franklin* being on their Cruise in pursuit of Jamaica ships; the *Lynch* is Return'd without success, the *Warren* & *Lee* Sailed Saturday last.

I shall be glad Sir in your next if you will say who you would have me Appoint as a Deputy, and to do the Duty of Auctioner, as you mentioned no person, and, Sam Elliot Son to Mr [William] Greenleaf. is Agent for the Brig *Defence* Capt [Seth] Harding, we have spoke to him Greenleaf to Sell the scotch vessells, but I am no more Attached to him than to any other person.

I have not yet been able to come at the Invoices of all the Goods on board the Ship *Peggy*. Mr Glover sending them forward to the General, tho I've wrote to Judge [Timothy] Pickering to know if he had all the invoices, he promised me to bring all that was lodged with him to Boston that I might Copy them. I find he has a Copy of the whole; for he tells me he has Sempels, & Davis [3] and. that mentioned in my former Ltr to you was Reids, Mr Reid says the Wines are good. I know not how you are Supplied shall I send any particular sort forward. for your own use General Ward will be sending some Muskets forward to [New] york soon as I have furnished him with 27. partly out of the *peggy* and some I got Repaired of the former Stock from the scotch ships: , I hope Ere long I shall receive orders to send away the Brig,[4] Fish and Oil being perishing Articles. . . .

Mr [Jonathan] Glover makes fair promises of Settleing as Soon as possible I shall use every argument in my power to get his, with the rest of the accounts Settled. tho I am afraid their will be no ballance in favr of the States. I am under a Necessity again to mention the pressing occasion I have for money, having purchased a Cargo of 10000 Dollars for the Brig. you will please to Remember sir as I have sent forward to head Quarters so great a part of the Arms of the Scotch ships, and the Continent having no more interest than 9/16 in one and 11/16 in the other, that no great [amount] will remain with me, if the intercourse was not Obstructed between philaa and this place the Matter would be made Easy but no Excha is wanted. I had Seal'd my last letters before Mr Ellis Grays Bills were drawn for 400 Dollars, therefore did not advise – I have a long time since Advanced all my own money and have borrowed £600 of my friends

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1. Walter Fuller Don Collection, SI.
2. The ship *Earl of Errol*, 270 tons burden, *New-England Chronicle*, August 15, 1776.
3. Robert Semple and "the *pious* Benjamin Davis" were among the Tory passengers on board the ship *Peggy* bound from Halifax for New York. She was taken by Washington's armed schooners *Hancock* and *Franklin* on July 28, and carried into Marblehead, *ibid.*, August 2, 1776.
4. The brig *Dispatch*.

JOHN BRADFORD TO GEORGE WASHINGTON [1]

Sir – Boston 12th Augst 1776

I am honour'd with your Excellencys Signature under the 5th Instant, directing me to take the Necessary Care of all the Warlike Stores, and Necessaries. for an Army, till I may receive Orders from proper Authority. your Excellency may rely on the Strictest punctuallity in Complying with any future Orders I may Receive

I have not Omitted since I have been in this department giving a particular caution to each Commander to prevent any Embezlements, and have furnished them with the resolve of Congress on that head, but it Signifies little, for great Complaints are made, by those who came in the last prize, that they Acted more like pirates than men who were so honorably employ'd. I am taking every measure to Efface that notion of their being privateers, for while they continue in it they will Act like such. Great need there is of a reform in our little Navy which I hope in time may be effected I have the Honour to be with great truth [&c.]

Jn° Bradford

[1] Washington Papers, LC.

ADVERTISEMENT OF SALE OF THREE SCOTCH TRANSPORTS [1]

Boston, August 12, 1776.

To be Sold at Public Auction, On Wednesday, the 21st Instant, at the Hon. John Hancock, Esqr's. Wharf,

The Prize Ship *Lord Howe,* about 230 Tons, with her Appurtenances. She is a fine sailing Ship, built by the late Mr. Walker, of this Place, about three Years since.

The Prize Ship *George,* about 250 Tons, with her Appurtenances. A fine burthensome Ship, Falmouth built, about 2 Years old.

The Prize Brig. *Annabella,* upwards 200 Tons, with her Appurtenances, a very swift sailing Brig. and well calculated for a Privateer. – She was built in Virginia, about 18 Months past.

Every Vessel has one Suit of Sails compleat.

The Inventories of the above Vessels may be seen at the Sheriff's Office, in Cornhill, five Days before the Sale.

Wm. Greenleaf, Sheriff.

The Sale will begin at 10 o'Clock in the Morning of Wednesday, the 21st instant. At the same Time and Place, will be sold, about 50 Chaldron of Scotch Coal; with a Number of other Articles.

[1] *New-England Chronicle,* August 15, 1776.

"INTERROGATORIES ANSWERED BY GEORGE WEIGHT BABCOCK PRIZE MASTER OF THE PRIZE SHIP CALLED THE *Starr and Garter*" [1]

Interog. 1 When and by whom was the said Ship taken? –

Answr By the private Sloop of War called the *Diamond* Capt Wm Chace Commander, on the Twenty fifth Day of July 1776 [2]

Interog.	From whence was the said Ship bound and what Port was She bound to?
Answr	She was bound from the Island of St Christopher to the Port of London in great Britain. –
Interog.	Who was Master of the said Ship. –
Answr	Thomas Hamson. –
Interog.	What are the Contents of her Cargo?
Answr.	By the best information I could get her Cargo consists of about 178 hhd 10 Tierces and 16 Barrels of Sugar, 45 Puncheons of Rum. –
Interog.	What People have you brought in the said Ship, which belonged to her, when She was taken?
Answr	The second Mate, the Carpenter, 3 Foremast men and a Boy.
Interog.	Where are the said Ships Papers? –
Answr	On board the said Sloop *Diamond,* Capt. Chace was exam[in]ing them, and said he would deliver them to me the next Day after the Ship was taken, but another Vessel heaving in Sight he immediately pursued after it, and Night coming on I lost Sight of the Sloop, and thought best to proceed with the Ship to the Port of Providence. George W^t Babcock

Answered upon Oath Aug. 12th 1776 –

Before Jn^o Foster Judge in Prize Matters

[Endorsed] No 3. Interogatories answered by Capt. Geo W. Babcock

1. Admiralty Papers, vol. 9, 1776, R. I. Arch.
2. Captain Chace's libel against the *Star and Garter* is in *Providence Gazette,* August 17, 1776.

Newport Mercury, MONDAY, AUGUST 12, 1776

Newport, August 12.

Last evening a drowned man was found at gravelly point in this town; 'tis said he belonged to the *Andrew Doria,* Capt. Biddle, who sailed the day before with the *Columbus.* [1]

[1] An odd incident, as the drowning helped to fix the sailing time of the two Continental vessels.

Connecticut Courant, MONDAY, AUGUST 12, 1776

Hartford, August 12.

A few days since, the new Ship of War belonging to this State, lying at Say Brook, was struck by Lightning, which did considerable Damage to her Main-Mast and Mizen-Mast. [1]

[1] The ship *Oliver Cromwell.*

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY [1]

[Lebanon] August 12th, 1776.

Gave an order on Capt. Saml Squire of Fairfield, in favour of Capt. Seth Harding of the brig *Defence,* for forty barrels of pork, forty barrels of beef, forty bushels of beans and peas, and forty bushels of Indian corn, for the use of the brig *Defence.* *Order delivered to Capt. Harding, August 12th, 1776.*

Gave an order on Capt. Saml Squire of Fairfield, in favour of Mr. Nathl Shaw junr, for sixty barrels of pork, the Colony's use. *Order delivered to Capt. Harding, August 12th, 1776.*

Orders were given to Capt. Harding of the Colony's brig *Defence* to cruise against the enemies of the United American States as soon as fitted to sail, for the space of about eight weeks, and to use every precaution in his power and discretion to cause any prize he may take to be brought into some port of the United [States,] and there secured and condemned; and after said cruise is ended to return to his place of rendezvous.

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1. Hoadly, ed., *Connecticut Records,* XV, 499.

George Washington to John Hancock [1]

[Extract] New York, August 12, 1776.

Sir: I have been duly honored with your favours of the 8th and 10th Instant with their several inclosures. I shall pay attention to the Resolution respecting Lieut. [James] Josiah [2] and attempt to relieve him from his rigorous usage . . . .

This Moment (10. O Clock) report is made by General [Nathanael] Greene, that a Man of War came in Yesterday, and that Sixty Sail of Ships are now standing in; no doubt they are a further part of the Hessian Troops.

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1. Fitzpatrick, ed., *Writings of Washington,* V, 416–19.
2. See resolution of August 7, 1776.

"Extract of a letter from New York, August 12." [1]

We expect to be attacked every tide, the ships have now got their sails all up.

I have just been informed, that the two privateers out of this place, (but now at Fire Island) [2] after an engagement yesterday afternoon, of a quarter of an hour, took and carried in there a brig (cannot tell where she is from or what she contains) the privateers were seen to stand off; so that we hope they have before this another prize.

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1. *Dunlap's Maryland Gazette,* August 20, 1776.
2. The Continental sloop *Schuyler,* Captain Charles Pond, and the New York state sloop *Montgomery,* Captain William Rogers.

Journal of Ambrose Serle [1]

[On board H. M. S. *Eagle*]
Monday, 12th. [August]

This Morning, as soon as it was light, we were gladdened with the Sight of the grand Flight [*sic* fleet] in the offing. The Joy of the Navy & Army was almost like that of a Victory.

The Fleet came up this Evening to the number of 107 Sail. What is very extraordinary, they have lost but 8 men in the whole Passage of 14 Weeks; and just before they came to the mouth of the Harbour they fell in with Capt. Davis [Henry Davies] of the *Repulse,* who convoyed the Remainder of the Embarkation from Portsmouth, though he sailed some Weeks after the Commodore [Hotham]. So large a Fleet made a fine Appearance upon entering the Harbor, with the Sails crouded, Colors flying, Guns saluting, and the Soldiers both in the Ships and on the Shore continually shouting. The Rebels (as we perceived by the Glasses) flocked out of their lurking Holes to see a Picture, by no means agreeable to them.

1. Tatum, ed., *Serle's Journal,* 62.

JOURNAL OF H. M. S. *Preston,* CAPTAIN SAMUEL UPPLEBY [1]

August [1776]	Sandy Hook NWbN 3 or 4 miles
Monday 12	saw a strange Convoy, made the Signal for a Pilot at 6 the *Repulse* saluted us with 13 Guns retd 11. came on board a Pilot stood in for Sandy hook in Company the *Repulse*s Convoy Little wind and variable weather, saluted Lord Howe with 13 Guns which he returned Anchored off Staten Island, found riding here the Vice Admirals Lord Howe & Shuldham with a large Fleet of Men of War and Transports, hoisted out the Boats received Water from the *Asia.*[2]

1. PRO, Admiralty 51/720.
2. *Ibid.,* the flag of Commodore William Hotham was on board the *Preston,* which had sailed from St. Helens, England, on May 6, 1776, with the *Brune, Emerald, Carcass* bomb and *Strombolo* fire ship, convoying a fleet of ninety-two transports.

BRIGADIER GENERAL HUGH MERCER TO JOHN HANCOCK [1]

[Extract] Woodbridge 12 Augt 1776

Sir, Since break of day this Morning upwards of Eighty sail of Ships have been seen standing in from Sea towards N York – And on requisition of Genl Washington – Col [Samuel] Miles' two Battalions of Riflemen have gone on to reinforce his Excallenceys Army – also Col [Samuel] Atlees Battalion of Musketry – about four hundred sett off from Amboy this afternoon, and as many of the flying Camp & Volunteers as will make up two Thousand I shall have ready at New ark & Bergen to assist in the defence of N York as required –

I am this Moment informed that since I left Amboy the Number of the Enemies Ships at Sandy hook is upwards of 100 –

1. Papers CC (Letters from General Officers), 159, 174, NA.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Monday, August 12, 1776

Agreeable to the order of the day, Commodore Hopkins attended, and was admitted; when the examination, taken before the Marine Committee, and the report of the said Committee in consequence thereof, were read to him; and the commodore being heard in his own defence, and having delivered in some further answers to the questions asked him by the Marine Committee, and two witnesses being, at his request, introduced and examined, he withdrew.

The Congress then took into consideration the instructions given to Commodore Hopkins, his examination and answers to the Marine Committee, and the report of the Marine Committee thereupon; and, the farther defence by him made, and the testimony of the witnesses; and, after some debate, the farther consideration thereof was postponed. [2]

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1. Ford, ed., *JCC*, V, 647–48.
2. In the Hopkins Papers, RIHS, are some fragments of the defense offered in justification of his actions. They read:

> I am glad that I am to be tryed by a Court that I Can have no Dout But will Judge from Maters of fact and not from aney Rumer propagated out Dor[r]s With out the Least foundasion and that further I am Humbly of opinion that the Reputation of the Navey has Not Sufford by aney misconduct of myne by wante of Disipline or aney other way
>
> in answer to the Report of the Comitte that I did During my Cruse S[ou]thwd Did not pay Due Regard to the tenor of my Instructions
>
> A. that my ordors was maid the 5 day of Janarey and I did Not Saile till the 17th of febuarey which alterd the Stacion of the Enemy Priticler as to the Strength of the fleet at Virginia and all the ministeral Ships Living North and South Carlina as apears by Letters from the Navel Comitte as also it aperd to Me they Did not Expect I Should Strictly folow the ordors, But my one Judgment and Prud[enc]e acording to the Last Article In my odors. And was it Strictly understood I should, the next place by my Orders after South Carolina where it appears there was nothing to do, was to go to Rhode Island –

Autobiography of John Adams [1]

[Philadelphia] Monday August 12. 1776.[2]

Commodore Hopkins had his hearing, as in the Journal. On this Occasion I had a very laborious task, against all the Prejudices of the Gentlemen from the southern and middle States, and of many from New England. . . . I thought, however that Hopkins had done great Service and made an important beginning of Naval Operations.

It appeared to me, that the Commodore was pursued and persecuted by that Anti New England Spirit, which haunted Congress in many other of their proceedings, as well as in this Case and that of General Wooster. I saw nothing in the Conduct of Hopkins, which indicated Corruption or Want of Integrity. Experience and Skill might have been deficient, in several Particulars: But where could We find greater Experience or Skill? I knew of none to be found. The other Captains had not so much, and it was afterwards found, they had not more Success.

I therefore entered into a full and candid Investigation of the whole Subject, considered all the Charges and all the Evidence: as well as his Answers and proofs: and exerted all the Talents and Eloquence I had, in justifying him where he was justifiable, and excusing him where he was excusable. When the Tryal was over Mr. [William] Ellery of Newport, came to me and said you have made the old Man your Friend for Life. He will hear of your Defence of him, and he never forgets a Kindness. [3]

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[1] L. H. Butterfield, ed., *The Adams Papers, Diary and Autobiography of John Adams* (Cambridge, 1961), III, 405, 406. Hereafter cited as Butterfield, ed., *Diary and Autobiography of John Adams*.

[2] While Adams dated his comments on the day that Hopkins appeared before Congress, the entry really covers August 12, and August 15, 16, when the debate continued.

[3] Adams added in his autobiography:

> More than twenty Years afterwards, the Old Gentleman hobbled on his Crutches to the Inn in Providence, at four score Years of Age, one half of him dead in consequence of a paralytic Stroke, with his Eyes overflowing with tears to express his Gratitude to me. He said He knew not for what End he was continued in Life, unless it were to punish his Friends or to teach his Children and Grand Children to respect me. The President [Jonathan Maxcy] of Rhode Island Colledge [Brown University] who had married his Daughter, and all his Family shewed me the same affectionate Attachment.

JOHN ADAMS TO ABIGAIL ADAMS [1]

[Extract] [Philadelphia] Aug. 12 76

A french Vessell, a pretty large Brigantine, deeply loaden, arrived here yesterday from Martinique. She had 50 Barrells of Limes, which are all sold already, at such Prices, that the Amount of them will be sufficient to load the Brig with Flour. A Trade We see, even now, in the midst of summer is not totally interrupted, by all the Efforts of our Enemies. Prizes are taken in no small Numbers. A Gentleman told me a few days ago that he had summed up the sugar, which has been taken, and it amounted to 3000 Hdds. since which two other ships have been taken and carried into Maryland.

Thousands of schemes for Privateering are afloat in American Imaginations. Some are for taking the Hull ships, with Woolens for Amsterdam and Rotterdam – some are for the Tin ships – some for the Irish Linnen ships – some for outward Bound and others for Inward Bound India Men – some for the Hudsons Bay ships – and many for West India sugar ships. Out of these Speculations many fruitless and some profitable Projects will grow.

We have no News from New York. All is quiet there as yet. Our Expectations are raised – the Eyes of the World are upon Washington and How, and their Armies. The Wishes and Prayers of the virtuous Part of it, I hope, will be answerd. If not, yet Virtues grow out of Affliction.

[1] Butterfield, ed., *Adams Family Correspondence*, II, 88–89.

GEORGE BRYAN TO THE PENNSYLVANIA COUNCIL OF SAFETY [1]

The Port-officer begs Leave to inform the Gentlemen of the Council of Safety, that Anthony Marmajou master of the Brigantine *L'Heureuse Famille* from Martinico has this day entered (inter alia)

5 & ½ Tons of Sulphur.
13 Musquetts with Bayonetts fitted.
15 pairs of pistols

27 pieces of Sail Cloth
Some Druggs & medicines

[Philadelphia] 12t[h] August 1776
Geo. Bryan

[1] Henry C. Van Schaach Autograph Collection, vol. 2, 284, ChHS.

STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY [1]

Gentlemen [West River, August 12] [2]

In behalf of you I have agreed to give William Waters one hundred & seventy five pounds provincial money for his boat & materials as p Inventory, herein for the use of the Province, sent a hand up with W. Waters in order to towe the boat down, I have wrote to John Steel, please to send down by the boat the swivil guns, half a barrel of Cannon powder, & half a dozen pounds of musket powder – If you have any such linen as you made tents of shoud be glad you would send 100 yds of it to make small sails with, & one ream of sheathing paper to secure the Magazine with Mr Waters is well acquainted with the bay and I think would be a very serviceable man for a Captain. I am Gentlemen [&c.] Stephen Steward. –

An Inventory of Rigging & tackle belonging to the boat *Sally* vizt

1 Main sail.
1 Fore do.
1 Jibb do.
1 Top do.
2 anchors.
1 Cable.
1 Row boat.
2 Oars.
1 Water cask.
1 Runner & tackle.
1 Draw bucket.
1 Marlind spike.
1 Hammer
1 Hair broom.
1 Brass Compass.
1 Pewter Bason & 3 plates.
1 Earthen dish & 1 plate.
1 Tea Pot.
2 Earthen bowls.
1 Tin Jack.
1 Lead & Line.
1 Tallow Brush.
1 Table.
1 Tin Fender.
4 knives & 4 forks.
2 Pewter spoons.
1 Tinder box flint & steel.
1 Candle Box.
1 tin Lanthorn.
1 Scraper.
1 Scrubbing brush.
1 Axe.
2 Iron Potts
1 Combouse
1 Wooden bowl
1 pr Hhd Slings
1 pr bbl Slings
1 Harness tubb

William Waters.

[1] Correspondence of Council of Safety, Md. Arch,

[2] The date is approximated from the following entries in the Journal of the Maryland Council of Safety for Tuesday, August 13, 1775: "Ordered That Western shore Treasurer pay to Captn Wm Waters one hundred and seventy five [pounds] for a Boat. Ordered, That Commissry of Stores deliver to Stephen Steward ten Swivel guns with furniture, 72 barrels of Cannon Powder & 6 w of Musquet powder." *Ibid.*, Council of Safety Journal, 29 August 1775 to 20 March 1777.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS [1]

Sir, English Harbour Antigua 12th August 1776.

I am now to desire you will be pleased to acquaint my Lords Commissioners of the Admiralty, that since my last Letters to them of the 24th July last by the *Argo,* His Majesty's Ship the *Hind,* struck the Ground comeing into English harbour; which has occasioned her to Leak so very much that I have thought it necessary to heave her down, and examine into the Damages She may have received by said accident, and I am now preparing her for Careening at Jumbo point; the *Portland* being employed on said Service at the Capston Wharf. –

I have also the pleasure to acquaint their Lordships that I have now met with another Brigantine, that on a careful Survey, has been reported fit to be made an Armed Vessel for the use of His Majesty, which have directed to be purchased and the Naval Officer at Antigua Yard to draw Bills on the Navy Board for £750 sterling the Appraised Value of said Brigantine; the Reported Condition and Valuation which is inclosed and marked No 1 –

The 10th Instant I caused her to be Commissioned and called the *Pelican* (agreeable to their Lordships directions) and have appointed Lieutenant John Plummer Ardesoif from the *Hind* to Command her, and have also appointed Mr Billy Douglas to be Lieutenant of the *Hind* in his room, which I hope their Lordships will approve.

The inclosed Papers marked No 2 and 3 are the State and Condition, and Disposition of the Squadron, which I desire may be communicated to their Lordships.[2] I am Sir [&c.]

Jam^{s} Young

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[1] PRO, Admiralty 1/309.

[2] Under July 27, 1776. See Volume 5, 1255.

13 Aug.

New-England Chronicle, Thursday, September 5, 1776[1]

Halifax, August 13.

Saturday night last [August 10] arrived below, and Sunday morning came up to town, his Majesty's frigate *Liverpool,* from Head-Quarters, and brought in with her a Jamaica ship, and an Antigua brig retaken; also, a Philadelphia sloop bound to some part of New-England.[2] We are informed that General Howe and the Army under his command are encamped on an Island near New-York, called Staten-Island.

We have undoubted authority, that two Thousand Highlanders under the Convoy of three Frigates, and three armed schooners on a new construction for drawing the least quantity of water, have been dispatched by Lord Howe up the Bay of Fundy, to penetrate by that side into the New-Hampshire Government, and that Col. M'Lane with 3000 of the lower country Militia of Canada, with 600 Indians are on their full march to join that Body of Highlanders at the head of the River St. John's, and to cooperate with them.

On the 2d inst. arrived his Majesty's Frigate *Milford,* Capt. [John] Burr, from a cruize, and bro't in a prize Schooner loaded with Fish and Lumber for the West-India Market. –[3] Also, the *Princess Royal,* a homeward Jamaica ship, (loaded with Rum, Sugar, and other valuable Articles) which having parted her Convoy, fell in (off the Bermuda Islands) with a

Letter of Marque Schooner in the American service of 6 Guns, and some swivels, bound to Santa Cruze who took her and put an officer and 12 men on board. But after they had her in possession 16 days, she fell in with the *Milford,* in Boston Bay, who retook her, but the Prize Master and his men took to their boat and got on shore before the *Milford* came up.

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1. Reprinted from the *Nova Scotia Gazette.*
2. The recaptured vessels were the Ship *Nevis,* from Nevis for London, and the brig *Devonshire,* from Antigua for Ireland. The prize sloop was the *Swan,* laden with Indian corn, and taken August 1, 1776.
3. The schooner prize was the *Triton,* from Kennebec River, taken July 20, 1776.

COMMODORE MARRIOT ARBUTHNOT TO CAPTAIN ANDREW BARKLEY, H. M. S. *Scarborough* [1]

Sir Halifax 13th August 1776.

Having just now receiv'd information that the Rebels of New England are preparing to Invade this Province, & that for that purpose, they have made a Road from St Johns River enlong the Coast as far as the River Shepody toward the Head of the Bay of Fundy, and that they propose bringing Cannon in Boats along Shore, for the purpose of attacking the Fort at Cumberland.

I therefore think it necessary for His Majestys Service to desire that you do without loss of time, collect all the naval Force you can, & proceed directly to St Johns River, & there receive what Intelligence you can as to any such designs, or defeat any preparation's within your reach that you may find making; that from thence you proceed up to the River Shepody keeping close in Shore, [(] which I am inform'd may be done with safety) in order to take up any of their Vessels which may be employ'd on this Occasion. When you shall have arriv'd at Shepody, you will then do what you shall think necessary for the King's Service, and so proceed to Cumberland, and co-operate with Colonel Gorham, unless in your way you shall have had an oppertunity of defeating any preparations or attemps for an invasion. I am Sir. &c

(Signd) M^{t} Arbuthnot

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[1] Executive Council Letter Book, vol. 136, N.S. Arch.

JOHN LANGDON TO JOSIAH BARTLETT, PHILADELPHIA [1]

[Extract] Portsmouth 13th August 1776

. . . This will be handed you by Capt [John] Roche who has been the last Season, an Officer on board one of the Continental Vessells and has been of eminent Service to the States, Captain [John] Ayres who commands the Vessell on board of which Captain Roche acted as first Lieut [2] gives him the greatest Character not only of an Officer, but a Gentleman who has it in his Power to do great good in our Navey – I've therefore taken the Liberty to recommend him to you, and the Honble Members of Congress of my Acquaintance as a Gentleman and an Excellent Officer. I think he would support both Characters with Eclat, I've been several Years acquainted with this Gentleman in the West Indies, where he resided, and always wore the Character given him here, he came to this Country last Year, and immediately Enterd the Service not minding in what Station, he served, as he was determined, to serve the Country, which he tho't grocely abused by the Sons of Tyranny being likewise a great Friend to the Liberties of Mankind – I shall thank you to mention this Gentleman to Mr Adams's Mr [Richard Henry] Lee, Mr Rutledge, Jay &c and if any good Opportunity offers, in the Navey pray serve him –

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1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. Washington's schooner *Lynch.*

JOURNAL OF H. M. SLOOP *Viper*, CAPTAIN SAMUEL GRAVES [1]

Augt 1776 Iland Grandmanon NNW 4 or 5 Leagues

Tuesday 13 At 10 A M Saw a sail to the Westwd gave Chase Mode Breezes & Cloudy still in Chase at 4 P M Spoke the Chase A Sloop from Halifax bound to Winsor at 10 in 2d reefs topsls at 11 Saw a sail A head gave Chase out reefs & set Steerg Sails Came up with the Chase & haild her to bring too she not Answering fired several Shot at her we imagined her to be a privater seeing her decks A light We fired a broadside into her She hove too & proved to be the brig *Lousia* from Machies [2] made sail in 2nd reefs

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1. PRO, Admiralty 51/1039.
2. *Louisa,* J. Colston, master, and S. New, owner, from Machias for Tortola with lumber, shingles, etc., Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOURNAL OF THE MASSACHUSETTS COUNCIL [1]

[Watertown] Tuesday August 13th 1776

Petition of John Lee in behalf of himself & [in] behalf of Messrs Jackson & Tracy & Tracy Merchts in Newbury Port—

Humbly Sheweth, That they have at their Joint and proper Expence fitted out and Manned and Armed a Schooner call'd the *Hawke* burthen about Seventy Tons Navigated by Thirty Men, armed with Six Carriage Gun's, two & three Pounders, and ten Swivels, Twenty five bbls Pork & Beef, Flour & Rice, & two Hundred wt Powder, for the purpose of Cruising on the Enemies of the United States of America – And that they have Appointed John Lee to be the Comander of said Schooner, for whose faithfull Conduct in that Capacity your Petitioners are ready to enter into Bonds Therefore, they pray your Honors to grant the said John Lee a Comission or Letters of Marque for the purpose Aforesaid Agreeable to the Resolves and under the Conditions made by the Honble Congress – And your Petitioner for Himself and the concern'd as in Duty bound shall ever Pray—

John Lee

Read and Ordered That the above Mention'd John Lee be Comissionated as Commander of the Schooner *Hawke* – He Complying with the Resolves of Congress –

Bonds being given by John Lee & Jackson Tracey & Tracey a Comission was Issued out to the said John Lee as Comander of said Schooner *Hawke* fitted out by them for the purpose Aforesaid, and Instructions were delivered to him Accordingly—[2]
Ordered that Richard Derby Esqr be directed to forward the papers taken in a Vessell sent into Dartmouth, by John Fisk Commander of the *Tyrannicide* to the Honble Mr Seaver Agent for the Southern District—

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[1] Mass. Arch., vol. 19, 158.

[2] *Ibid.*, vol. 6, 80, a second bond added Martha Lee and Joseph Lee as owners in addition to Jackson, Tracy & Tracy.

HENRY BROMFIELD TO GEORGE WASHINGTON [1]

Sir Boston 13th Augt 1776

I am hond with your Excellencie's Favor of 24th June, wch came to Hand at a time that I was Absent on a Journey in the Country, This wth a great uncertainty whether to undertake the Task assigned me therein has been the Reason, that I have not returned an earlier Answer, at length however, upon the Consideration of the Delay a Refusal must Occasion, & that the Excuse I might Alledge in my favor might be pleaded by Others who most probable must have been in the same Situation, vizt an Unacquaintedness with the Value of the Various Articles to be Apprized, has determin'd me to Undertake the Trouble in Conjunction with Mr Willm Davis Mercht of this Town on Behalf of Capt Manly & his Crew, We have spared no Pains to Ascertain the Value of the different Articles; in Order to wch we have Applied to All the Traders & Mechanicks most conversant therein & have from the Information recd from them & Others most capable of giving it, Endeavor'd to make an Estimation as Near to Truth as might be, which however it may deviate I am conscious on my Own part cannot be Attributed to Inattention or Neglect, & hope will be such as to meet the Approbation of your Excellency & the Honbl Congress –[2] I have the Honour to be with greatest Esteem & Respect [&c.]

Henry Bromfield

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[1] Washington Papers, LC.

[2] Appraisal of arms and ammunition from the British ordnance transport *Nancy*, taken in November 1775, and which were immediately requisitioned by Washington for the use of the Army. The appraisal was £20,530.18.1. Records Armed Vessels 1775–1776, vol. 2, Book 17, No. 5660, BHS.

PETITION OF JAMES KENNEDY TO THE MASSACHUSETTS COUNCIL [1]

The Petition of James Kenneday Inhabitant of St Georges Parish in the County of Middlesex London & late Master of the Ship *Peggy* –
Humbly Sheweth –

That your Petitioner left St Vincents in the Ship *Hero* of London for Hallifax in March last for Lumber for that Island to which Island & Grenada Your Petitioner has Traded this Eight Years as Master from London, But as your Petitioner was taken very bad With the Rumatizim as that rendered him unable to walk therefore he was oblidged to send away the Ship for St

Vincents & remain in Hallifax. Your Petitioner getting better of this Disorder purchased a small Schooner to proceed after his Ship but meeting with Mr Reed who had purchased this Ship Rigged & bound for Antigua by way of New York gave your Petitioner the Command of sd Ship with Promise not to detain her in N. York but directly Dispatch her for the west Indies & there to Load Sugars for London, but your Petitioner was taken by two Armed Schooners in the Service of the united States [2] & was brought in here the 29th of July Last & Committed to Jail, but as your Petitioner was in a very poor state of Health when Committed that he got the Liberty of Goal Keepers House where he has remained since Your Petitioner Prays that your Honors would take his Case into Consideration & grant him the same Liberty as other Masters of Ships brought In here. As your Petitioner had a Man on Board by the Name of [Benjamin] Davis whose Character he did not know till he was brought into this Place, he beleives is the Occasion of his receiving different punishment from other Masters of Vessells. Your Petitioner likewise Prays that when your Honors shall think it fit for the Masters of other Vessels brought in here to Depart for their own Country that your Petitioner may have leave to accompany them at first for London as your Petitioner has a Wife & Famaly there – Your Petitioner too is at Present in so bad a state of Health as is unable to put off or on his Cloaths – Your Petitioner is very happy that his Case is left with your Honors & rests assured that you will do every thing in your Power for him consisting with your Duty & the good of the Publick. If your Petitioner should have the Prayer of his Petition Granted he assures your Honors that he will not abuse the Goodness of those to whom he will be much Indebted & as in Duty bound will ever Pray &c

Ja^{s} Kennedy

Boston August 13th 1776 –

[Endorsed] In Council [Watertown] Augt 15[th] 1776 Read & Ordered – That the Prayer [of] the Petitioner Jas Kenedy be granted and the Goal Keeper at Boston in the County of Suffolk be and he hereby is directed to releas[e] from his Custody the Sayd Kenedy – [3]

Jn^{o} Avery Dpy Secy [4]

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1. Mass. Arch., vol. 165, 59, 60.
2. The *Peggy* was taken by Washington's schooners *Hancock* and *Franklin.*
3. *Ibid.,* 292, Kennedy was still in Boston on September 25 when he again petitioned the Council to depart on board the ship *William.*
4. *Ibid.,* 61, 62, similar petitions resulted in the release of Thomas Pamp, mate, John Whittit, servant of the captain, Patrick Reid and Thomas Fraser, passengers on board the *Peggy.*

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide,* CAPTAIN JOHN FISK [1]

Remks on Tuesday 13th of August 1776

4 [A. M.]	Small breaze tumbling sea
5	down all sails
7	Sat All sails small Airs of wind
12	Ends pleasant Weather
	Lattd in 35d 37m Longd in 59d 35m

1 [P. M.] Wore ship stood to the southward saw a sail to windward down all sails found her to be a ship standing to the NE made sail gave Chaise

8 spake with the Chaise a spanish ship from Havannah bound to Cadiz 18 days out tack ship stood to the west ward

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1. John Fisk Journal, AAS.

John Brown to Governor Nicholas Cooke [1]

Sir Providence August 13th 1776

I the Subscriber of Providence in the State of Rhode Island &c. Merchant, request your Honor to grant a Commission or Letters of Marque and Reprisal to Joseph Tillinghast Commander [2] of the Sloop *Polly* of which I am Owner, She is burthened about Seventy Tons, carries Six Carriage Guns Four Pounders and Swivel Guns, manned with Twenty Men, and fitted with a suitable Quantity of Small Arms, Pistols Cutlasses, Powder Ball and other Military Stores; She hath on board Ten Barrels Beef and Pork, Twelve Tierces Bread &c. Israel Arnold is Lieutenant and Nathan Westcott Master of said Sloop. I am with great Respect Sir [&c.]

John Brown

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1. Maritime Papers, Letters of Marque, R. I. Arch.
2. *Ibid.,* Tillinghast received his commission this date, as did Captain William Dennis of the privateer sloop *America.*

Governor Jonathan Trumbull to Major General Philip Schuyler [1]

Sir Lebanon Augt 13th 1776

I wrote you yesterday since which Capt Seth Warner one of the Sea Captains you mention came to me, and hath consented to undertake and raise a Company of Seamen for the Lake Service – He informs me that he can soon procure twenty Seamen here and as many more out of the Companies in Colo [Samuel] Mott's Regiment which went from his neighbourhood, and are at or on their march to Skeensborough – I have conferred with him, and on consideration offered the following encouragement to such able bodied Seamen as shall enlist into this Service – to wit –

Bounty — 20 Dollars	£6..0..0
Premium for Blanket	0.12..0
Gun	0..6..0
Cartouch Box Belt and Knapsack	0..2..0
Wages pr Month	2..8..0

They to be held in Service from the day of their enlistment untill the 25th day of December next, unless sooner discharged, and to have the same allowance and marching money as the other Troops in Continental Service – The Premium and first months wages to be paid before they begin their march – [2]

I shall pr next opportunity send you an account of the Cost of the felling Axes, and advance pay to the Carpenters, and an estimate of the Sums necessary to be advanced for premium and first month's wages for the Seamen now to be raised, which I shall hope to receive – The other Carpenters I expect here soon, and trust they will undertake the Service – I am, Sir [&c.]

Jon^th^ Trumbull

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1. Trumbull Papers, XXVI, Letter Book 1, 81, ConnSL.
2. This date the Connecticut Council of Safety allowed Captain Warner £180 to carry out this service. Hoadly, ed., *Connecticut Records,* XV, 500.

CAPTAIN JOHN SMITH TO THE NEW YORK CONVENTION [1]

Gentlemen – Esopus, August 13th, 1776.

When Captain Biddle, of the Congress armed vessel the *Andrea Doria,* on the 29th May last took the *Oxford* transport, on board of which was a company of His Britannic Majesty's 42d regiment of foot, Capt. Biddle upon taking the officers out of the *Oxford,* only allowed them to take their bedding and a few shirts with them, and told them that by orders of the Continental Congress, all that was the private property of the prisoners that were taken would be allowed them, and that he would return the officers their swords upon coming on shore.

My reason for troubling you with this, gentlemen, is, as you mentioned, that when any prisoners had any business of any kind they were to apply to you. Now I and the rest of the officers of my company, who were taken on board the *Oxford,* will be glad to be informed whether or not we will be allowed our baggage, and what was our private property that was on board when we were taken. All my clothes and other baggage, and about 60 guineas in cash were on board; as likewise Lieut. Franklin, who is prisoner with me here, and Lieut. Morrow and Ensign Campbell, whom Captain Biddle carried to Rhode-Island with him. Captain Biddle gave command of the *Oxford* to one of his lieutenants, a Mr. [John] McDougal and a Mr. Tribbet [John Trevett]. I should be very much obliged to you, gentlemen, if you will be so kind as let me have an answer to this as soon as it is convenient. I am, with respect, gentlemen [&c.]

John Smith,
Captain in His Britannic Majesty's 42d Regt.

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1. *New York Provincial Congress,* II, 283.

JOURNAL OF H.M.S. *Phoenix,* CAPTAIN HYDE PARKER, JR.[1]

August 1776. – At Single Anchor in Tapan Bay.

Tuesday 13th Light Breezes and fair Weather.

at ¼ past Noon Weigh'd & came to Sail in Company with his Majesty's Ship *Rose,* the *Tryal* Schooner & the Two Tenders At 2 P M came too with the Small Bower in 6½ Fam abreast Col Philips. The *Rose* in coming too, let go her Anchor foul of ours Weigh'd the Small & let go the Best Bower, Veer'd to 1/3 of a Cable

At Single Anchor, four Miles above the upper Fort on York Island.

[1] PRO, Admiralty 51/694.

JOURNAL OF H.M.S. *Rose*, CAPTAIN JAMES WALLACE [1]

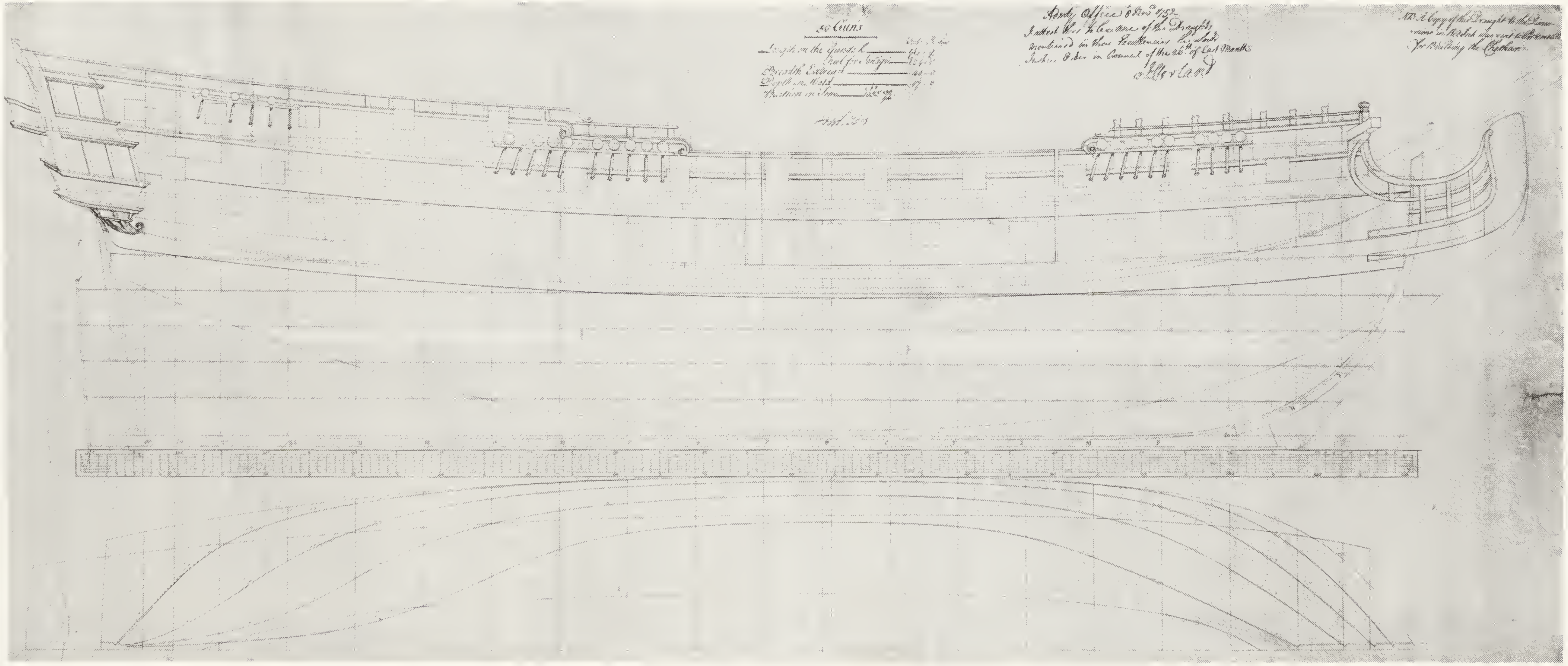
August 1776 In Hudsons River New York

Tuesday 13th A M at ½ pass 11 Weigh'd and came to sail as did the *Phenix Tryal* and 2 Tenders, Steering down the River. First and Mide part lights Airs and Clear, latter Do with Rain P M at ½ past 2 Anchd off Philliphs farm, 8 miles from the Rebel Fort, Do Anch'd the *Phenix, Tryal* & Tenders, saw several Vessels sunk in the Channel Abrest of the Fort, with 4 Brig's ready to sink.

[1] PRO, Admiralty 51/805.

"DISPOSITION OF HIS MAJESTY'S SHIPS AND VESSELS EMPLOYED IN NORTH AMERICA UNDER THE COMMAND OF THE VICE ADMIRAL THE VISCOUNT HOWE" [1]

Rate	Ships Names	Guns	Men	Commanders	Appointments.
3	*Eagle*	64	520	V. Adl Lord Howe Capt Duncan.	Stationed off of Staten Island attendant on the Operations of the Army.
"	*Asia*		500	Vandeput	
4	*Chatham*	50	370	V. A. Shuldham Capt Raynor	
"	*Preston*		367	Commo Hotham Capt Uppleby	
"	*Centurion*		350	Brathwaite	
"	*Renown*			Banks	
5	*Rainbow*	44	280	Sir Geo: Collier	
"	*Emerald*	32	220	Caldwell	
"	*Repulse*			Davis	
"	*Flora*			Brisbane	
6	*Greyhound*	28	200	Dickson	
"	*Solebay*			Symonds	Destined to convoy Transports to bring the 6th Regiment from St Vincents
Sloop	*Swan*	14	125	Ayscough	
"	*Tamer*	16		Lieut Mason	
F. Ship	*Strombolo*			Capt Phipps	
Bomb	*Thunder*	with their Tenders		Molloy	
"	*Carcass*			Dring	
Schr	*St. Lawrence*			Lieutt Graves	
Store Ship	*Adventure*			Hallum	
Sloop	*Senegal*	14	125	Curtis	Sandy Hook.
5	*Brune*	32	220	Capt Ferguson	Under Orders to be stationed in the West Entrance of the Sound to prevent Supplies being sent through that Channel to the Town of New York.
"	*Niger*			Talbot	
Sloop	*King's fisher*	14	125	Graeme	
Brig	*Halifax*			Lieutt Quarme	
5	*Phoenix*	44	280	Capt Parker	In the North River.
6	*Rose*	20	160	Wallace	
Armed Vessel	*Tryal*			Lieutt Brown	
5	*Orpheus*	32	220	Captain Hudson	To return off the Delaware


50 Guns
Length on the Gundeck
Keel for Tonnage
Breadth Extreme
Depth in Hold
Burthen in Tons
Adm.ty Office 8 Nov. 1752
mentioned in their Excellencies the Lords
Justices Order in Council of the 26th of Last Month
For Building the Chatham

Draft of HMS Chatham.

"DISPOSITION OF HIS MAJESTY'S SHIPS AND VESSELS EMPLOYED IN NORTH AMERICA UNDER THE COMMAND OF THE VICE ADMIRAL THE VISCOUNT HOWE" [1]—[Continued]

Rate	Ships Names	Guns	Men	Commanders	Appointments.
6	*Liverpool*	28	200	Capt Bellew	Off of Boston
"	*Milford*			Burr	
6	*Cerberus*	28	200	Symons	Off of Block Island.
Sloop	*Merlin*	16	125	Burnaby	
4	*Bristol*	50	367	Como Sir P Parker Capt Caulfield	Daily expected from South Carolina, as by Report from Sir Peter Parker. Arrived at Sandy Hook August 14th 1776
"	*Experiment*		300	Williams	
6	*Syren*	28	200	Furneaux	
"	*Active*	28	200	Hunt	Stationed off Cape Fear, by Report from Sir P. Parker
Sloop	*Falcon*	14	125	Linzee	At Cape Fear.
"	*Scorpion*			Honble J. Tollemache	
"	*Cruizer*	8	80	Parry	
6	*Sphynx*	20	160	Reid	Stationed off of Savannah, as by Report from Sir P. Parker
Sloop	*Raven*	14	125	Stanhope	At Savannah, as by Do
A[rmed] Vessel	*Cherokee*			Lieutt Ferguson	
Schr	*Hinchinbrook*			Ellis	St. Augustine, as by Do
"	*St. John*			Grant	Do, as by Letter from Lieutt Grant
6	*Mercury*	20	160	Capt Montagu	At Halifax, except the *Hope*, which is off Sable Island as by Account from Commissioner Arbuthnot of the 30th of June.
Sloop	*Savage*	8	80	Bromedge	
"	*Hope*	8	50	Dawson	
"	*Albany*			Mowat	
H[ospital] Ship	*Jersey*			Halsted	
6	*Scarborough*	20	160	Barkley	In the Bay of Fundy, by Order of Vice Admiral Shuldham.
Sloop	*Viper*	10	110	Graves	
Brig	*Canceaux*			Lieutt Schank—	Sent with Dispatches to Quebec by Do
Schr	*Dispatch*			Goodridge—	Sent by Commr Arbuthnot, to come with the *Renown* to this port—Not Arrived
5	*Roebuck*	44	280	Capt Hamond	Supposed to be at Virginia, as by Vice Admiral Shuldham's Report
6	*Fowey*	24	150	Montague	
Sloop	*Otter*	14	125	Squire	
4	*Isis*	50	350	Douglas	In the River St Laurence
5	*Pearl*	32	220	Wilkinson	
"	*Blonde*			Pownoll	
"	*Juno*			Dalrymple	
6	*Triton*	28	200	Lutwidge	
"	*Carysfort*			Fanshaw	
"	*Tartar*			Ommanney	
Armed Ship	*Bute*			Parrey	
"	*Howe*			Pringle	
Schr	*Magdalen*			Lieutt Nun[n]	
Brig	*Diligent*				Dodd—At the Island of St. Johns
Sloop	*Hunter*	10	110	Capt McKenzie	Supposed to be sailed from Quebec for England as by V. Admiral Shuldham's Report.
6	*Lively*	20	160	Bishop	Ordered to St Augustine by V. A. Shuldham
Sloop	*Nautilus*	16	125	Harvey	Bermuda by Do

Eagle off of Staten Island August the 13th 1776

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[1] PRO, Admiralty 1/487.

CAPTAIN HENRY DAVIS, R.N., TO PHILIP STEPHENS [1]

Repulse off Staten Island –
August the 13th 1776.

Sir/

Please to acquaint my Lords Commissioners of the Admiralty, that His Majestys Ship *Repulse* with Twenty five Sail of the Convoy under my Command, arrived here yesterday; I have also great pleasure in acquainting their Lordships, that the Troops are in perfect health, having not lost a man during the Voyage; Inclosed you will receive a Return of the Convoy, that Saild from St Hellens with me, the 26th of May last. and believe me to be – Most Respectfully Sir [&c.]

Hen: Davis

[Endorsed] Recd 29 Sept

[1] PRO, Admiralty 1/1706.

CAPTAIN THOMAS SYMONDS, R.N., TO MAJOR GENERAL HENRY CLINTON [1]

Sir,

I this morning waited on Adl Shuldham, & asked his opinion in regard to the Freight, for the money brought from So Carolina, he desires me to inform you, that as a receipt was given for the money when rec'd on board the *Solebay*, I stood charged with it, & must have been answerable for any loss, & thinks the offer I have made fore one pr Cent, very reasonable, as it has ever been a custom, for Kings money, as well as Contractors, to pay freight.
As you consented in referring it to Adl Shuldham, I hope, to have no occasion to give you any further trouble about it. I have the Honor to be Sr [&c.]

Tho^s Symonds:

Solebay [off Staten Island] 13th Augt 1776:

[1] Sir Henry Clinton Papers, CL.

DIARY OF DR. THOMAS MOFFAT [1]

[On board H.M. Sloop *Swan*]

Tuesday Agust 13th Thermometer 70 morning. Came up Yesterday and anchored off of Staten Island 127 Transports with Troops &c. A.M. Four Regiments embarked great motion in The fleet – Evening Thermometer 81

[1] Thomas Moffat's Diary, LC.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Tuesday, August 13, 1776

The Marine Committee having recommended William Barnes for first lieutenant on board one of the frigates built at Philadelphia; Thomas Vaughan, (second mate of the ship *Alfred,*) to be third lieutenant of the

Washington frigate, commanded by Thomas Read, Esqr and Elisha Hinman, to the command of the *Cabot,*

Resolved, That they be accepted, and that commissions be granted to them accordingly; and that Captain [Dudley] Saltonstal be ordered to discharge Mr. Vaughan, that he may repair to the command to which he is now appointed.

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[1] Ford, ed., *JCC,* V, 649.

JOHN ADAMS TO COLONEL HENRY KNOX [1]

[Extract] Philadelphia August 13. 1776

Dear Sir Yours of July 29, I duly received. – But had not the Pleasure of seeing Mr Bogart, the Cannon Founder. – Mr [Robert Treat] Paine, who is upon the Cannon Committee, I suppose has attended to him. – He informs me that the Committee of which he is one are taking Measures to procure Copper as well as Sulphur to be made in N. Jersey.

I have obtained from a Gentleman here, very particular Directions concerning Fire Ships and Rafts and Receipt for all the Compositions. – it is long, and will be some trouble to transcribe, – But if it lies within your Department and you have any Curiosity to see it, I will send it you.

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[1] Adams Papers, MassHS.

MEMORANDUM BOOK OF THE PENNSYLVANIA COUNCIL OF SAFETY [1]

[Philadelphia] 13th. [August]

Frigate Guard, very hard upon the Associators. Major [Samuel] Nicholas to be requested to employ the Marines in that service.

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[1] *Pennsylvania Archives,* 2nd series, I, 488.

Pennsylvania Evening Post, TUESDAY, AUGUST 13, 1776

Philadelphia, August 13.

Last Wednesday was launched the third Continental frigate built here, called the *Washington.*

ROBERT CHRISTIE, JR. TO DANIEL OF ST. THOMAS JENIFER [1]

Dear Sir Baltimore 13th August 1776

I wrote you sometime ago acquainting that I had two Schooners wc were sunk at the entrance of this harbor by order of the Committee, for upwards of three months. An allowance has been made me, to put the Vessells into as good order as when they were taken away, but I am told an application must be made to the Council of Safety for payment of the demurrage. I should be glad to know when it will be proper to apply, & what vouchers the Council will require to ascertain the time the vessells were out of my possession? If necessary I can make it appear, that I have paid considerable sums for freight of other Vessells, during the time my own were sunk – I hope you will excuse my being so troublesome to you; I do not want to come down to Annapolis, untill I am prepared wt the necessary vouchers to compleat the business – You will oblige me very much by giving me an answer at your convenience. I am Dear Sir [&c.]

Rob^{t} Christie Jun^{r}

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1. Red Book, XV, Md. Arch.

Jesse Hollingsworth to the Maryland Council of Safety [1]

Sirs/

I have Recd your Letter Conserning Skow and Bots which I should answerd Sum Time But Was in Pentapsco Neck Getting timber for the Gundelos which I must atend on I Dont No When it Would Bee Got, and the frigat Busines as I have all to Prepare for her With My Own Busines and a Thousand Other Peoples I am allmost Wore out Butt shall Try My Best to Serve you there is Skows to Bee had I am Offerd Severall shall Purchase One this Day I sopose, So that you May Speek to One of your Bots to call for her I must have the Skow Trimd Before shee is Sent Down Pleas Give the Lingth and Sises of the Bots and How many Will Bee Wanted and How Soon – I Will Make the Best Bargin I Can for you Excuse My Not Writing Sooner as I Was in your Servis and Not at Home – the Frigget Wee Lanst yesterday a fine Lance and a fine Ship [2] from your [&c.]

Jesse Hollingsworth

Baltimore August 13 – 1776

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1. Red Book, XI, Md. Arch.
2. The Continental frigate *Virginia.*

Narrative of Captain Andrew Snape Hamond [1]

[H.M.S. *Roebuck,* July 15 to August 13, 1776]

July [15] George's Island is about 2½ miles long, has an excellent Harbour on the East side of it, and a small Haven on the North, sufficiently open at one end for small Vessels to turn in to it, but at the other is not above 100 yards wide nor has above 3 or 4 feet water. Lord Dunmore Landed his Troops upon it the day after our Arrival, and we searched every where for fresh water, but on Account of the dryness of the season, very little prospect appeared of being able to supply the Fleet with a sufficient quantity for their Voyage from thence. I therefore ordered the different Vessels to send their empty Casks onboard

20th two of the Transports carrying the detachment of the 14th Regt & a part of the Queens; and with them, accompanied by Lord Dunmore in his own Ship, we sailed up the Potomack in order to fill the empty Casks with fresh water; and at the same time harass & annoy the Enemy by landing at different places. The *Fowey* remained with the rest of the Fleet and the *Otter* was sent to cruize in the Bay.

While the Fleet lay at Gwin's Island the Carpenters had been employed in fitting up one of the Flats, which we found there, to carry a Cannon, and to Row with 14 Oars: I put a Six pounder into it, and kept it constantly employed in the little creeks & Bays about George's Id by being in a great measure covered over, the People were quite sheltered, could go close to the shore with safety, and by that means did great mischief among the Enemy.

July 23d On our Expedition up the River we kept the shores on both sides in continual alarms, but we saw no considerable body of the Enemys Troops untill we arrived into Fresh water, when a large Number assembled at the House of a Mr Brent on the Virginia side, and seemed to bid us defiance; However we landed about 100 Men at Noon day, under cover of a Tender & the Row Galley, beat the Enemy off (which were double that Number, and very advantageously posted) and set fire to the House and all the buildings: when we returned to our Ships without the loss of a single Man and only one officer & 5 Men wounded

25th The water being filled, and the wind coming favorable we moved the Ships a few leagues down the River, with an intention of landing in the Morning at day break at a Mr Mercer's House on the Virginia shore, which is a guard House for the Rebels, but as it came to blow hard, and the wind down the River we rather chose to pursue our way to the Fleet. After that time the Ships got so often a ground that the People were too much fatigued to attempt any opperation[s] on shore, and we joind the Fleet at St George's Island on the 29th July.

29th July The *Defence* a Rebel Privatier of 20 Guns belonging to Maryland, hearing of the Fleet's being left at George's Island under the Protection of the *Fowey* only, came with 2 Tenders up the River to attack them, and a Battery from St Mary's was to be opend as soon as she appeared in Sight. The *Roebuck*'s return frustrated their schemes, and the Rebel Vessels returned to their rendezvous at Baltimore.

In about three days the Fleet had taken onboard their water from the Transports, when after destroying about 20 Sail of Vessels that could not be navigated we got under way, proceeded down the Chesepeak Bay, and arrived at the Capes the 4th Augst

The next day the *Otter* sailed and convoyed about 50 Sail of Vessels to St Augustine & Bermudas.

6th Augst The *Fowey* Sailed with about 7 Sail of Vessels bound to England, onboard one of which was Govr Eden, when after seeing them 20 leags from the Coast, she was ordered to return & cruize off the Capes of Virginia.

A violent bilious intermitting fever, together with a most inveterate scurvy had for these two months past raged with g[reat] violence both in the men of war & Transports, and was so mortal that the *Roebuck* had lost 30 of her best seamen, and had 76 on the Surgeons sick list. The *Fowey* had 35 Men sick, and Lord Dunmore's Army was reduced to about 150 Rank & File, one third of which was incapable of duty. I therefore thought it necessary to consult with his Lordship on the measure the most proper to pursue in our weak situation, the result of which was that we should make the best of our way to New York for the folowing reasons.

1st The total impracticability of rendering his Majesty any services by remaining, with the very few Men we had left capable of doing duty.

2d The impossibility of landing even to water the ships, (The springs on the Islands being all dried up[)].

3d The necessity of the Admiral & General's being acquainted with our situation as soon as possible, to prevent the disgrace His Majestys Troops might suffer when their extream weakness became known to the Enemy.

5th Augst Accordingly we set sail from the Capes the 5 day Augt with the *Dunmore,* 5 Sail of Transports, two Vessels laden with Rum sugars & dry goods, and 5 Small Tenders & Pilot boats,
13th and arrived off of Sandy Hook the 13th Augt where we joind Sir Peter Parker from the So ward, and sailed up to New York in Compy

In our way we saw several Rebel Privatiers; two of which we chaced, but to prevent losing Company with the Convoy was obligd to leave them.

Thus ended my Command to the Southward.

1. **Hamond, No. 5, UVL.**

VIRGINIA NAVY BOARD TO CHARLES THOMAS [1]

Sir, Williamsburg August 13th 1776 –

You are desir'd to prepare the above Articles as soon as possible and send them to James Town by the first opportunity, if no immediate opportunity offers You are to hire a Vessel as soon as possible, as these Articles are immediately wanting. I am for the Board [&c.]

Thomas Whiting 1st Commissioner

[To] Mr. Charles Thomas manager of
the Rope Walk at Warwick

A Memorandum for the Brigantine *Northampton* [2]
Francis Bright Captain
one Cable 9 Inch about 100 Fathom

one 8 do do
one small do about 6½ Inch 120
one Shroud Hasser 5 Inch 160 do
one do 3½ for Topmast Shrouds & backstays 190 Fathoms
do Topmast Stays and Top Sail Sheets
one Coil 3 Inch Rope for ties Topenlift &c of 90 or 100 Fathom
10 Coil of 2 Inch Cordage
5 do 2½ Inch
6 or 8 Coil ra[t]lin line 9 Thread
5 or 6 do of 6 Thread for [k]nitting
4 Quire Worming
about 190 Fathom belt rope for finishing coarser Top Sails &c
1 Cable 120 Fathom five Inches for three Galleys building at Portsmouth
4 Main Stays

1. Navy Board Letter Book, VSL.
2. List prefacing the letter.

VIRGINIA NAVY BOARD TO ANDREW LUSH [1]

Sir, Williamsburg August 13th 1776 –

You are desir'd to provide the above things as early as possible when ready acquaint us. I am for the Board [&c.]

Tho^s^ Whiting 1st Commr

To Mr Andrew Lush Cabbin Point

a Memorandum for Mr Lush [2]

Blocks for a Brig about 50 Feet Keel except dead Eyes, two Pumps about 13½ feet long together with Boxes &c –

1. Navy Board Letter Book, VSL.
2. List prefacing the letter.

VIRGINIA NAVY BOARD TO GRIFFIN STITH [1]

Sir, Williamsburg August 13th 1776 –

Yours of 6th Inst we have receiv'd, the articles of Cordage Blocks &c. which you mention we have given Orders for and expect very shortly to send you except the 5 Bolts of Duck and the suit of Colours which are not to be had here, we are at a loss to know where to send them as you have not mention'd what Harbour the Vessel [2] is fitting in, and therefore desire you will write us by the first Opportunity to what Place and to whose care you would have them directed. I am for the Board [&c.]

Tho^s^ Whiting 1st Commr

To Griffin Stith Esqr Vice Chairman
of the Northampton Committee

1. Navy Board Letter Book, VSL.
2. The brig *Northampton*.

William Bull, Jr. to John Pringle, London [1]

[Extract] Chas Town August 13th 1776.

We are making great Preparations here, in Case of a Visit in the Winter. If Howe shou'd be beat at N. York, I suppose he & his Myrmidons will either go to Virginia, or come here. I hope we [are] invincible to any thing that will come agst us –

We have some Thoughts of Sending a Couple of Thousand Men, to ravage E. Florida, & cut off the Communication between Augustine & the Country.

You see how this Province has exerted itself, altho' we have had some inimical Villains amongst us, we have taken such Steps we keep them in Good Order.

Independence is declared throughout the 13 united States of America. I suppose it will not be long before you see the Declaration of the Congress, as there are Vessells fitting out to trade with foreign Nations, and I imagine before now Ambassaders are sent to treat of Foreign alliances – All the Troops both foreign & domestic that Great Britain can send will [not] be able to hurt America. She bids degenerate Britain Defiance.

P.S. When Administration gets an Acct of the Action of Sullivan's Island; they will be devilishly at a Loss, how to dress it up for the Public. The Day after it, the *Rainbow* Sloop of War was sent to Great Britain with the Accts – [2] Be assured they had near 300 kill'd & wounded in the Action, we took 50 highlanders, & have had abt 50 Deserters, from the Navy & Army, who say that if the Army had been encamp'd on the Main One half at least wou'd have deserted, but it was as difficult for them to make their Escape, as it was for the Seamen. –

The Deserters from the Navy have brought us up several fine Barges – And the whole Fleet & army have been gone ab[ou]t two or three Weeks – With every Lye the Ministry & their Tools can invent upon this Occasion, it must make greatly against them.

We have sent one of our arm'd Vessell's of Eighteen Guns yesterday, to cruise off Augustine, in Hopes of falling in wth two Ships expected from London there, wth Military Stores and dry Goods . . .

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[1] PRO, Colonial Office, 5/40. Intercepted Letters.

[2] Dispatches were sent by the *Ranger,* not the *Rainbow.*

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14 Aug.

Condemnation in Vice Admiralty Court of the Prize Sloop *Britannia* [1]

Nova Scotia Court of Vice Admiralty	Cause John Burr Esqr Commander of his Majesty's Ship the *Milford* VS. a certain Sloop called the *Britania* and her Cargo.
26 July 1776	Libel filed and entered order made thereon as on file
29	Edward Shepherd mate of his Majesty's Ship of War

being duly Sworn deposeth that the Sloop *Britania* was taken off of Cape Anne by Captain Burr Commander of the *Milford* on or about the 16th. Instant, that she was Bound to Boston loaded with wood, that he never saw any Papers.

Edward Shepherd,

Sworne to the day and Year first above written.

Charles Morris junr Regr –

Wednesday 14th August 1776 } Court opened by making Proclamation as usual. Proclamation again made for all Claimers to appear & Assert their Claims, & defend their rights to the Sloop *Britania* and her Cargo, none appeared. The Advocate General then moved for a decree, which was Pronounced as on file, whereby the said Sloop and her Cargo were Condemned as Lawful Prize to the Captors thereof.

Court adjourned without day in this Cause. [2]

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1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.
2. *Ibid.*, this date the sloop *Success* was also condemned as a legal prize of H. M. Sloop *Kingsfisher.*

SAMUEL AUSTIN'S CLAIM FOR GOODS TAKEN ON BOARD THE PRIZE BRIGANTINE *Elizabeth* [1]

State of New-Hampshire } To the honble Joshua Brackett Esqr
Judge of the Maritime Court of the
state of New-hampshire

Be it remembered, that on the 14th day of August A D 1776 Samuel Austin of Boston in the County of Suffolk Mercht comes into Court and claims the Goods Wares and Merchandizes mentioned in the annexed Schedule [2] against which a Libel is filed, in said Court by Joshua Wentworth Esqr, in behalf of the owners and others concerned in three continental armed vessels, which Goods, wares and merchandizes, are said to be taken on board the Brigt named the *Elizabeth* by said armed vessels and to be tried in said Court at Portsmouth on the 20th day of August instant, and the said Samuel says, The said Goods, wares and merchandizes are not forfeited, nor ought to be condemned by said Court – Wherefore he prays the same may be restored to him and for his Costs –

John Lowell Atty to the Claimant

A true copy Examind by Jona M Sewall Cler[k]

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1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA. Similar claims with annexed schedules were presented on August 14, in identical language by the following Boston merchants: John Leverett, Robert Ruggles, Samuel Dashwood, Cyrus Baldwin, Edward Keighly, Thomas Drowne, Samuel Whitwell, Adam Rupp, Samuel Parkman, John & Samuel Barrett, Jonathan Williams, John Rowe, William Breck, William and James Jackson, Francis Shaw, Samuel Ruggles, John Lowell, Nathan Frazer, Samuel Partridge and

Richard Hart. Claims were also presented in behalf of the Old North Meeting House, and Mary Williams.

2. Austin's schedule, of four closely written pages, concluded with "Boston 6 August, 1776, The Goods contained in the foregoing Invoice, are my property and were taken from my store by Crean Brush and others by virtue of a proclamation and a written order issued by General How for that purpose, and are now found by me on board the Brigantine *Elizabeth* Peter Ramsay late master and taken by Capt Manly and others and brought into Portsmouth in the Colony of New Hampshire." Similar statements were included by all the other claimants.

JOURNAL OF THE MASSACHUSETTS COUNCIL [1]

[Watertown] Wednesday August 14th 1776

Bond being given by Saml Waters, Joseph Sprague & Samuel Ward a Comission was Issued Out to the said Samuel Waters as Comander of said Schooner *Dolphin* fitted Out by them for the purpose of Cruising on the Enemies of the United States, and Instructions were deliverd to him Accordingly –[2]

The Memorial of the Comittee of Correspondence &c of the Town of Salem –

Humbly Sheweth, That a Brigantine now lays at Beverly, fit for Sea and destined to some Port in France, as is supposed, or for some other Port in Europe that she has been fixed & Laded by Order of Congress, and yr Memorialist Imagine on a Secret, or at least a very Important Voyage; that therefore it is highly Expedient that no Person shou'd go in her that might Act the part of a Spy or Informer Nevertheless, Mr. Jonathan Dowse, (Son to Joseph Dowse Esqr of Salem) who lately held a Petit Office in the Customs, has Engaged a Passage in said Brig. & sent His Stores on Board, being, his intention as he says, to get to England to procure payment of his arrears, and find an employment to which he thinks his past Services will recommend Him. Your Memorialists are Also Informed by Capt [Stephen] Cleveland, who goes Master of the Brig. that Mr John Lawless of Salem has proposed to take Passage in his Brig. in his way to England or Ireland – the latter being his Native Country! Now your Memorialists think the Character of both those Gentlemen, (Messrs Dowse & Lawless) too liable to suspicion as Unfriendly to America to be permitted to take Passage in said Brig. if they shou'd be allowed to go in any Other way, in a word your Memorialists fear it may be attended with Mischief if any Other than the Proper Crew of the Brig or passengers of Known good Characters, well Affected to these States, and Furnished with the Necessary Credentials, be Suffered to go in her –

These hints the Comittee beg leave to lay before the Honble Council, and Only add That the Brig was fitted under the care of Capt John Bradford of Boston the Continental Agent –[3] By order of the Comittee –

Timo Pickering Junr Chairman

Read & Ordered, that John Winthrop, & Richard Derby Esqrs be a Comittee to take the same Under Consideration & Report, who reported a Draft of a Letter to sd Comittee that as they suppose the Characters these Gentlemen sustain, make it very Improper for them to Embark for any part of Europe at this time, the said Comittee therefore is directed to use their utmost Endeavours to prevent these Gentlemen from Sailing in the Vessel Aforesaid or in any Other, Untill the further Order of the Council, – Which was read and Accepted & signed by the Chairman –

Petition Jos Batchelder Junr

The Petition of the Subscriber, Humbly Sheweth that your Petitioner with a Number of others are fitting Out a Brigantine, for a Privateer, That He hath a fair Prospect of all the Materials for that purpose, except Powder, that it is not in his Power to procure that Article, Otherwise he would not have troubled your Honors with this Petition And Whereas the Privateering business is the most Likely Means by which we can hope to Annoy Our Enemies, supply Our selves with Foreign Necessarys of life, which we have been Accustomed to, and discipline a Nursery of Seamen by which means we may soon be a formidable Nation by Sea as well as by Land; Therefore your Petitioner Humbly Prays your Honors that you would grant Him an Order on Mr Samuel Phillips of Andover to deliver Him Five hundred pounds of Powder, he sd Phillips takeing the Cash for the same at the rate of five Shillings Pr. pound or Otherwise Releive your Petitioner as you in your great Wisdom shall think fitt, and your Petitioner as in Duty bound shall ever pray, in behalf of Himself and Company Owners of the Brig *Retaliation*

Josiah Batchelder Jur –

Read & Ordered, that the Comissary General be and he hereby is directed to deliver the said Capt Josiah Batchelder, Five Hundred pounds of Powder out of that in Salem, in the Care of Honble Richard Derby Esqr for the use of a Brig fitted out for a Privateer he paying five shillings pr. pound for the Same.

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1. Mass. Arch., vol. 19, 159–61.
2. *Ibid.*, vol. 165, 46, *Dolphin* was "burthen about eighteen Tons, to carry One hundred weight of powder and ten barrels of provisions, to be mounted with Eight swivel Guns, and Navigated by twenty five Men."
3. The brig *Dispatch,* Stephen Cleveland, master. John Bradford to Robert Morris, July 14, 1776, see Volume 5, 1071.

MASSACHUSETTS COUNCIL TO GOVERNOR NICHOLAS COOKE [1]

No. 15. [Watertown] August 14th 1776.

Sir. This Court has receiv'd information that the Mail from Providence to Newport, which contains Letters from the Post Office at Cambridge, was intercepted last week by a Man of War's boat in passing Conanicut ferry, and several of the Letters taken out – Your Honor is sensible that it may be of the most dangerous consequence to have Letters from these parts fall into the hands of those who are seeking our destruction. – We therefore request of your Honor that some order may be taken in your Government, that all Letters to or from the Post Office at Cambridge may be convey'd by Land through your Colony as far as it is practicable, and that none be allow'd to be sent over Conanicut ferry.

[Endorsed] Read & Accepted and sent up to the Hon. Board for Concurrence.

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1. Mass. Arch., vol. 57, 277–78.

Memorial of John Lowell to the Massachusetts Council [1]

To the honble the Councill of the State of
the Massachusetts Bay Augt 14th 1776

Humbly Shews John Lowell of Newburyport Esqr in behalf of sundry Persons who are Claimants of Goods taken on Board the Brigt *Elizabeth* & carried into Portsmouth in the State of Newhampshire by three continental armed Vessells, that on Board the same Brigt Crean Brush was taken as a Prisoner & among his Papers are some which are material to support the Claims of your Petitioner's Clients & are now lodged in the Office of the Secretary of this State, these Papers your Petitioner prays he may be admitted to the Loan of for the Purpose aforesd & the same shall be carefully return[ed] & as in Duty bound will pray.

J Lowell

[Endorsed] In Council [Watertown] August 15th 1776.
upon the Memorial of John Lowell Esq – Read & Ordered that Seth Loring Clerk in the Secretary's Office be directed to accompany the within mentioned Papers [2] to Portsmouth and return them to this Office

Jnº Avery Dpy Secy

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[1] Mass. Arch., vol. 165, 53.

[2] *Ibid.*, 54, papers sent to Portsmouth by Seth Loring:

No 1	Thomas Gage's Commission to Crean Brush, to take & receive into his Care sundry Goods &c belonging to the Inhabitants of the Town of Boston dated 1st Octo 1775 –
No 2	Genl Howes Order to said Brush to take into his Possession sund[r]y Goods as above – dated Mar 10. 1776
No 3	Crean Brush Rect for an Invo of Goods belonging to John Rowe Esq amo to £2266..1..0 stg
No 4	Crean Brushs Letter & Memorial to Genl How advising him of the Names of the Persons he had employd in taking the above Goods
No 5	William Jackson's Letter to Genl How
No 6	Crean Brush's Memorial to Genl Robertson 2 half Sheets
No 7	Marks & Numbers of sundy packages sent onboard the Brigt *Elizabeth*—mark'd on Cards
No 8	Crean Brushs Directions to take the Goods of sundry Persons
No 9	Genl Howes printed Proclamation relating to Linnen & woolen Goods
No 10	James Jacksons Acct of Goods taken by Crean Brush out of Cyrus Baldwins Store March 10. 1776.

John Lowell to John Adams [1]

[Extract] Boston Augt 14th 1776

. . . A Committee was chosen to devise during the Recess of the [General] Court, some successful Method of making Cannon, & I hope this Matter will be p[u]t forward to Advantage; I have no Doubt that the Manufacture of Small Arms, will at the first Meeting of the Assembly receive every possible Encouragement; We have happily succeeded in the Manufacture of Salt petre, & we have 3 Powder Mills at Work & a fourth erecting; Salt I have no

Doubt will be made as soon as we feel the Necessity of it; hitherto, tho' it has been at an high Price, we have not suffered for the Want of it. I am more ignorant as to the Probability of our getting Sulphur, & Lead; the first I believe we shall be able at some Seasons to import, if the Cruisers of the Enemy are ever so vigilant; they are however both of them Objects that deserve Attention; the mention of the Enemies Cruisers, reminds me of our own; It is an unlucky Circumstance that the continental Frigates are not yet at Sea, had they been many more of the Enemies Vessells, & a Number of their Troops would have fallen into our Hands, I suppose the Delay has been inevitable; it surely is a Matter that will not be neglected; Is it not worthy Consideration whether it will not be adviseable, to order those continental armed Vessells which are ready for Service, in Conjunction with the Vessells of the particular States, & such private armed Vessells as will engage, immediately to Newfoundland; much may be done against the British Fishery, on Shore as well as at Sea, we shall be furnished with a Commodity to exchange for such french Goods as may be bro't us; the West India Islands will be without their Supply of Fish, & the Poole Men, who meant us much Harm, will be rewarded according to their Deeds. . . .

1. Adams Papers, MassHS.

New-England Chronicle, August 15, 1776.

Wanted Immediately.

A Doctor to go on a Cruize for three Months, on Board of a fine Schooner mounting 8 Carriage Guns and 60 Men. Any Person applying to the Printers, will meet with good encouragement.

N.B. Said Schooner is private property.

Boston, August 14, 1776.

Journal of the Rhode Island Sloop *Independence,* Captain Jabez Whipple [1]

Remarks On Wensday August 14, 1776

att 6 Am all hands imploid a Dancing
Pleasent Middle Part Smuth sea
att 3 [*sic* 6] am made Sail at 7 saw a sail staning to Wards Us at 11 am Came Up with her, she Being a ship from St Vinsints Brought her two Capt Came on Bord of Us She provd to Be a prise took her in Prosision [2] So Ends the Days Work
Lattd 31:51 Londg in 57:45
first part pleasent smooth sea In Company with the prise with the prise Master [3] and 10 men on Bord of her

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[1] *Independence* Journal, RIHS.

[2] The ship *Aurora,* Gregor McGregor, master. Appended to the back of the journal is an endorsement by Whipple. It reads:

> Sunderys In Ship *Aurora.* This is a Invorise I have Recd from the Clarence To Say Tow Hundered and Ninety Four Hogsheads Six Tarces and Twenty Three Barrils the Contents Three Hundered and thirety Six Thouseand Three Hundered

> Pounds Muscoe Shugar—also Twenty Three Bales Cotton Wool this is in the Clearence and Sundrys not Known one Hundered and Twenty Five Hogsheads Cont Elven Thousand Tow Hundred and Fifety Gallons Rum.

Whipple listed the crew and three passengers:

> Patrick Welkey Esqr. Mathew Fizz Gentleman Duncan McFarland young man.

3. *Ibid.*, the prize master sent on board *Aurora* was Edward Woodman.

"EXTRACT OF A LETTER FROM CAPT. HENRY BARNES, OF THE *Eagle*, BELONGING TO WHITEHAVEN, TO HIS OWNERS, DATED RHODE ISLAND, AUG. 14, 1776" [1]

I sailed from Barbadoes the 21st of June. On the 12th of July made a sail astern, she soon came up with us, though we little imagined her to be an American privateer, being then in lat. 32.25. long. 52. At half past eight in the night she fired a gun to leeward – from which we concluded she was an English cruizer – but were too soon convinced to the contrary. When we first made the sloop she appeared large, from the crowd of sail she carried; but on a nearer survey we found her to be very small, painted black, with 10 guns, 50 men, and every necessary for a cruize. She is called the *Montgomery*, Capt. Buckling [Daniel Bucklin]. They took out all the *Eagle*'s people but myself, the boatswain, and a boy, and convoyed us to this place.

My people are all well; we are supported at present at the expence of the owner of the privateer, and indulged with the liberty of going about where we please, and are in every respect treated with the greatest kindness and civility. We are the seventh West-Indiaman taken by this privateer; numbers of vessels have been taken coming from the West-India Islands.

[1] Almon, ed., *Remembrancer*, IV, 160.

ORDERLY BOOK OF BRIGADE MAJOR PETER SCULL [1]

Head-Quarters [Ticonderoga],
14th Aug. 1776

The Commanding Officers of the Corps are desired to see that all the Sails belonging to the Publick, which have been used as tents, be immediately delivered to Mr Lane Conductor of Naval Stores. –

[1] MNHP.

DIARY OF ENSIGN CALEB CLAP [1]

[New York]

August 10th a Man Deserted from the *Rose* up the North River, he informs that they did not [lose] one Man Aboard, and that he was not Certain that their was any Killed in either of the Ships or Tenders two or three wounded.

That when our Rowgalleys attackd them that they Lost A Man and two wounded, that they are now much Concernd, for fear of our Row-galley that they have not heard anything from the fleet since they Lay up there, that 5 Tories have come aboard one Ship and Eight the other that 3 Tories Left the ship a Thursday Evening and was gone till the thursday

Evening following, and that those Tories went into the City, and Round our works any where that they was Amind,
August 13th at Evening 9 Rowgalleys have gone up the River supposed to fort Washington, or up the River where the British Ships of war Lays –
August 14th in the morning two fire Ships went up the River, –

1. "Caleb Clap Diary," *The Historical Magazine*, 3rd series, III, 249, 250.

Vice Admiral Richard Lord Howe to Philip Stephens [1]

Number 4.

Eagle off of Staten Island
August the 14th 1776.

Sir I have the Satisfaction of being able to inform their Lordships by the *Sandwich Packet,* that Commodore [William] Hotham, whose distinguished Abilities gave Room for every favorable Expectation, arrived on the 12th with Eighty five Sail of his Convoy; completing with those few before arrived, the whole of the Hessian Embarkation that sailed from England under his Direction. He was joined off of this Port, by Captain [Henry] David (whose Capacity and Diligence have been particularly exemplified on this Occasion) with all the Transports in his Care, that were able to accompany him out of the British Channel. The Reports delivered by those Officers are herewith enclosed.

The Loss of the Hessian Troops by Sickness is most inconsiderable, Not exceeding ten or twelve, as I have yet heard; tho' for the last fourteen Days of their Passage, the Scurvy began to prevail; But amongst the Crews of the Ships of War in a greater Degree.

I am favored with your several Letters of the 27th of April and the 13th and 22d of May, to the Contents of which I shall have due Regard.

I am also to acknowledge the Receipt of an Order from their Lordships of the same Date with the last, respecting the supposed Situation of the Bahama Islands, founded on the Intelligence transmitted by Governor Tonyn, and Lieutenant [William] Grant Commander of the *St. John* Schooner.

As soon as the Capital Service impending, the permanent Establishment of the Army in this Province, is effected; To which I conceive their Lordships will approve that every Consideration of lesser Moment should give place, And after a Port of Retreat is secured for the Winter-Use of the Fleet; my earliest Attention will be given to provide more amply than my present Means will admit, the other requisite Services comprehended in the Tenor of their Instructions.

Whilst I was preparing to close this Dispatch, the Commodore Sir Peter Parker in the *Bristol,* with the *Experiment* and *Syren, Sibella* Store-Ship and two Transports having each three Companies Part of the 28th and 57th Regiments on board arrived here from South Carolina. And soon after the *Roebuck* with the Ships lately attending the Earl of Dunmore, and that in which his Lordship was embarked, from Virginia.

The immediate Departure of the Packet not allowing Time to examine so fully into the State of those Ships as to enable me to form a Judgment thereon fit to be reported immediately, Their Lordships I flatter myself, will have the Indulgence to dispense with the Receipt of any more particular Returns than those before prepared of the State and Appointment of the Squadron herewith enclosed, by the present Opportunity [2]

I cannot however inform them too soon of the great Want of Ordnance Stores of all Species, for the Ships of this Squadron: particularly Match, Powder, and Ball of 6, 9, 12, 18 and 24 lb; Both to supply the past, and probable future Expence of those Articles: as I have no Advice of any adequate Provision having been made thereof. I am Sir [&c.]

Howe

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[1] PRO, Admiralty 1/487.

[2] The Disposition of Howe's Squadron is dated August 13; see under that date.

JOURNAL OF AMBROSE SERLE [1]

[On board H.M.S. *Eagle*]
Wednesday, the 14th [August].

This morning early, Sir Peter Parker in the *Bristol,* with the *Experiment* & *Roebuck,* and several Transports, appeared in the offing; and a little after Noon came up & saluted the Admiral [Howe]. The *Bristol* has lost her main & mizen Masts in the affair at Charles Town, and is much shattered about the Stern. We have now a gallant Fleet here, consisting of the following Ships:

	Guns		Guns
Eagle	64	*Phoenix*	44
Asia	64	*Orpheus*	32
Chatham	50	*Emerald*	32
Centurion	50	*Niger*	32
Renown	50	*Repulse*	32
Preston	50	*Brune*	32
Bristol	50	*Solebay*	28
Experiment	50	*Rose*	28
Roebuck	44	*Greyhound*	28
Rainbow	44	*Syren*	28.

Besides Sloops, Bombs, Fireships, armed Vessels, &c. The whole Fleet consists of about 350 Sail. Such a Fleet was never seen together in America before; wch is allowed on all Hands.

We had a great formal Dinner on board this Day. Our Company consisted of Genl. [Leopold von] Heister, two other Hessian Generals, with their respective Suites, Lord [Hugh] Percy, Genl. [William] Howe, Ld. [Charles] Cornwallis, Genl. [James] Grant, Admiral [Molyneux] Shuldham, Sir Wm Erskine, Col. Sheriffe [William Sherriff], Sir Peter Parker, Lord Wm. Campbell, Lord Dunmore, Commodore Hotham, and many other officers of the Fleet & Army, to the number of 34 Persons. They all expressed great Satisfaction at their Entertainment, which indeed was worthy of the truly noble Personage who gave it.

In the Evening, the *Syren* came in from the South, with several Transports under her Convoy.

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[1] Tatum, ed., *Serle's Journal,* 63–64.

"WILLING MORRIS & CO ACCOUNT WITH THE UNITED STATES – FOR THEIR TRANSACTIONS WITH THE SECRET COMMITTEE, UP TO 14TH AUGT 1776 – "[1]

1776.			Dollars	Hdths
Jany–	To Secret Committee for the following sums received from them this month – Vizt –			
	Cash of George Clymer Esqr for the Committees order	4000.		
	Robert Morris order on Geo. Clymer favor E Brown	4000.		
	Ditto " " Ditto Jos Shallcross & Co –	4000.		
	Ditto " " Ditto E. Brown	4000.		
	Ditto " " Ditto Ditto	8000.		
	Ditto " " Ditto Ditto	4000.		
	Ditto " " Ditto Ditto	8000.	36,000	
Feby–	To Ditto – for the following this month –			
	Cash of George Clymer	2000.		
	R. Morris's order on G. Clymer Esqr favor E. Brown	8000.		
	Ditto Ditto Ditto	4000.		
	Ditto Ditto Jos. Simmons ...	3000		
	Ditto Ditto G. Kennedy	4000.		
	Ditto Ditto E. Brown	8000.	29,000	
March	To Ditto received of Geo. Clymer Esqr	3972.30.		
	R. Morris order on Ditto – favor Wm Hemsley	11,027.60	15,000	
	To United States received for 2400 lb powder by them between April & July by direction of the Committee £600.			
	Pennsylvania Currency equal		1,600	
July–	To Merchandize imported in the Brigt *Kitty* from Hispaniola for proceeds of sundries sold at Vendue £1966.7.11			
	Pennsylvania Currency equal to	A–	5,323	65
Augt–	To Secret Committee for a Draft on the Continental Treasurers 15th being the balance due to them on their Account Current dated 14th Instt		4,442	66
	Carried forward	Dollars	91,366	41
	[Page 2]		Dollars	Hdths
	Amount brought forward		91,366	41
	To Balance due W. M. & Co and carried to New Account		31	61
		Dollars –	91,398	12

1776			Dollars	hdths
Feby–	By Adventure to Cadiz, pr Ship *Sally* Capt. Rallings [Thomas Rawlings] for cost of her Cargo pr Invoice, £3,492.8.4½			
	Pennsylvania Currency equal to	9313.10½		
	Commission thereon at 5 prCt	465.59½	9,778	70
	By Adventure to Lisbon pr Ship *Hancock & Adams* for Cost of her Cargo pr Invoice £3722.11.2 Pennsylvania Currency equal to	9926.74		
	Commission thereon at 5 prCt	496.30	10,423	14
	By Adventure to Ferrol pr Ship *King of Prussia* Capt. [Thomas] Dowman for Cost – of her Cargo pr Invoice £2950.16.7			
	Pennsylvania Currency equal to	7,868.79		
	Commission thereon @ 5 prCt	393.40	8,262	29
	By Adventure to Lisbon pr Ship *Fame* Capt. [Hugh] Lysle for cost of her Cargo pr Invoice £4150.19.6 Pennsylvania Currency equal	11,069.24		
	Commission thereon at 5 prCt	553.42	11,622	66
March	By Adventure to Charlestown pr Brig *Dolphin* Captn Moore for cost of her Cargo pr Invoice £1236.5.1½ Pennsylvania Currency equal	3,296.61½		
	Commission thereon @ 5 prCt	104.75½	3,461	47
	By Adventure to Cadiz pr Ship *Union* Capt [Sampson] Harvey for Cost of her Cargo pr Invoice £4057.1.1 Pennsylvania Currency equal	10,818.73		
	Commission thereon @ 5 Pr Ct	540.85	11,359	68
April	By Adventure to Dunkirk pr Brigt *Fanny* Capt. [William] Tokely for Cost of her Cargo pr Invoice rendered by Benjamin Harrison Junr who made the Shipment £2187.4.8¾ Virginia Currency equal to Pennsylvania Currency £2734.0.11 or ...	7,290.71		
	Harrisons Commission thereon 5 prCt ...	364.49		
		7,655.30		
	Willing Morris & Co Commission on the Amot @ 2½ prCt	191.34	7,846	64
		Dollars	62,754	88

“Willing Morris & Co Account with the United States . . .” [1] [Continued]

[Page 2]

				Dollars	Hdths
1776	Amount brot on			62,754	88
June	By Adventure to Martinico pr Sloop *Peggy* Capt [Thomas] Patton for cost of her Cargo pr Invoice £1139.8.4 Pennsylvania Currency equal		3,038.40.		
	Commission thereon a 5 Pr Ct		151.83.	3,190.	33
July	By Adventure to Nantes pr Ship *Olive Branch* Capt. Kennedy for cost of her Cargo pr Invoice £2840.6 Pennsylvania Curr[enc]y equal to		7,574.12		
	Commission thereon @ 5 prCt		378.64	7,952	76
	By Adventure to Bourdeaux pr Brigt *Dolphin* Capt. Moore for cost of the Cargo shipped on board her by John Dorsius Carolina Currency £21.402.14,10 – Exchange 433⅓ prCt is pennsylvania Curry £4939.1.10 equal to		13,170.82		
	Commission thereon at 5 prCt		658.49	13,829	41
	By Adventure to Martinico pr Brigt *Cornelia & Molly* Capt. [John] Lockart for cost of her Cargo. pr Invoice £1072.15.10. Pennsyla Currency equal to		2,860.70		
	Commission thereon 5 prCt		143.3	3,003.	73
	By United States paid for 246 Bayonet Scabbards @ 24/90 ths Pr		65.54		
	Commission thereon at 5 prCt		3.25	68.	79
	By Contingent charges for the following payments between May & July – Vizt –				
	paid freight of Powder in May & June ....£	4.5 –.			
	paid for a boat going down to the Armed Vessels in June	3.5 –.			
	Paid Jos. Gamble for the hire of his Pilot Boat cruizing at the Capes to give notice if Vessels of War appeared on the Coast 144 days @ 25/- prDay	180.–.–			
	Paid for 40 reams Cartridge paper	26.–.–			
	Pennsylvania Curry	213.10 –	569.30		
	Commission thereon at 5 prCt		28.42	597.	72
			Dollars –	91,398.	12

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[1] Willing, Morris, Journal, NYHS.

JOHN ADAMS TO LIEUTENANT COLONEL WILLIAM TUDOR [1]

[Extract] Philadelphia August 14. 1776

We have nothing new, but the Arrival of a large Ship from Havre de Grace with a very valuable Cargo of Duck, Powder, lead, and dry Goods. – This is all which has happened here to distinguish, the anniversary of the 14 of August the Birth day of American Independence.[2]

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[1] Adams Papers, MassHS.

[2] In another letter of the same date, to his wife Abigail, Adams explains the foregoing thus: "This is the Anniversary of a memorable day, in the History of America: a day when the Principle of American Resistance and Independence, was first asserted, and carried into Action. The Stamp Office fell before the rising Spirit of our Countrymen. – " Butterfield, ed., *Adams Family Correspondence,* II, 95–97.

Pennsylvania Gazette, WEDNESDAY, AUGUST 14, 1776

Thirty Shillings Reward. Deserted from Capt. Samuel Shaw's Company of Marines, belonging to one of the Continental Frigates,[1] Angus Cameron, born in Ireland, about 5 feet 8 or 9 inches high, dark complexion, with short black hair, curled behind, a little pock marked, about 30 years of age; it is said he listed in Capt. Craig's company of Lancaster militia. Whoever apprehends said deserter, and secures him in this city, shall have the above reward, and all reasonable charges, paid by

Franklin Reid, 1st. Lieut.

[Philadelphia, August 14]

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[1] Frigate *Randolph.*

MARYLAND COUNCIL OF SAFETY TO THE NORTHUMBERLAND COUNTY, VIRGINIA, COMMITTEE OF OBSERVATION [1]

No 133.

Gentn You will be pleased to deliver to Captn Jas Nicholson or order, the powder, arms & ozn[abrig]s imported in the *Molly* Captn [Thomas] Conway & which you were so obliging as to land in a place of Security. We shall be happy in having it in our power to render you the like good Offices, & will most cheerfully repay you every expence that you have been put to, on Acct of this importation. We are [&c.] [2]

[Annapolis] 14th Augt 1776

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[1] Council of Safety Letter Book, No. 1, Md. Arch.

[2] This date the Council ordered that Captain Nicholson be paid "one hundred Curr[enc]y to defray the expences of Powder imported in Virginia." Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Wednesday the 14th August 1776

The Board having had under their Consideration the Order of Congress for Building six Gallies for the protection of Troops in their Transportation across the Bay and Rivers have this day agreed with Caleb Herbert to Build one of the said Gallies on Mattapony River of the following Dimensions, to

wit, Eighty feet Keel, twenty feet Beam and six feet clear Hold between the upper part of the Kelson and the lower part of the Beam. –
Ordered that Mr James Hunter deliver unto Mr William Frazier four Ton Iron for the purpose of Building the Rowe Gallie on Mattapony River lately undertaken by Caleb Herbert –
Ordered that a Warrant Issue to Lieut Benjamin Pollard for Two hundred and twenty one pounds two shillings and two pence for Disbursments and pay of his Company of Marines on Board the *Hero* Gallie Capt [George] Muter from the Time of their Enlistment to the thirty first day of July last as pr Account this day settled –
Ordered that Colo William Finnie deliver unto Lieutenant Benjamin Pollard eight flannel Waistcoats and one Drum for the use of his Company of Marines on Board the *Hero* Gallie Capt Muter.
Ordered that Colo William Aylett deliver unto Lieutenant Benjamin Pollard four belt Hatts eight pair of Shoes, ten pair of Buckskin Breeches two pieces of Oznabrigs and some thread for the use of the Marines on Board the *Hero* Gallie Capt Muter. –
Ordered that a Warrant Issue to Mr William Frazier for One hundred pounds upon Account, for the purpose of furnishing Necessaries and materials for Building the Rowe Gallie upon Mattapony River under the direction of Mr Caleb Herbert –
Ordered that a warrant Issue to Charles Herbert for four pounds seventeen shillings and six Pence for sundry days Work done on the *Hero* Gallie Capt Muter as pr Account this day rendered –
Ordered that a Warrant Issue to William Herbert for three pounds nineteen shillings and six pence for sundry days Working on the *Hero* Gallie as pr Account this day rendered –
A Letter wrote to Sampson Matthews Esqr desiring him to supply or engage for this Board five hundred Gallons of Linseed Oil for the use of the Navy –
Ordered that Capt George Muter apply to James Anderson Blacksmith, for such Iron Work as he may want done for the use of the *Hero* Gallie who is desired to furnish him with the same. –
Ordered that a Warrant Issue to James Haney and Richard Horrocks for four pounds ten shillings for Work done on the Brig *Liberty* Capt [Thomas] Lilly –

[1] Navy Board Journal, VSL.

VIRGINIA NAVY BOARD TO WELLS COOPER, SUFFOLK [1]

Sir
Williamsburg August 14th 1776 –

The Commissioners of the Navy are in want to 220 B'rls Tar. 30 Barrels of Pitch and 50 Brls of Turpentine, to be sent to the care of Messrs Meriwether Smith and Roan, on Piscataway Creek near Hobbs Hole, Rappahannock River relying on your supplying them on the best terms and procuring a Vessel for carrying it up, on the most reasonable freight induced us to apply to you, therefore wish you to use all possible expedition in dispatching it. I am by order of the Board [&c.]

Geo. Webb. 1st Commr Pro. Tempore

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1. Navy Board Letter Book, VSL.

Master's Log of H.M. Armed Vessel *Cherokee* [1]

August 1776	Moored in Savannah river
Wednesday 14	AM Loosed sails to Dry Do the *Governor Tonyn* Privateer Sailed into De Foskey Creek and fired several Guns at a Number of rebels on the Shore who Discharged sev[era]l Volleys of Musquetry at her

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1. PRO, Admiralty 52/1662.

15 Aug.

Narrative of Colonel Ethan Allen [1]

[Prison Sloop in Halifax Harbor, June 23 to August 15, 1776]

I sent letter after letter to captain Montagu [James Montagu], who still had the care of us, and also to his lieutenant, whose name I cannot call to mind, but could obtain no answer, much less a redress of grievances; and to add to the calamity, near a dozen of the prisoners were dangerously ill of the scurvy. I wrote private letters to the doctors, to procure, if possible, some remedy for the sick, but in vain. The chief physician came by in a boat, so close that the oars touched the sloop that we were in, and I uttered my complaint in the genteelest manner to him, but he never so much as turned his head, or made me any answer, though I continued speaking till he got out of hearing. Our case then became deplorable. Still I kept writing to the captain, till he ordered the guards, as they told me, not to bring any more letters from me to him. In the meantime an event happened worth relating. One of the men almost dead with the scurvy, lay by the side of the sloop, and a canoe of Indians coming by, he purchased two quarts of strawberries, and ate them at once, and it almost cured him. The money he gave for them was all the money he had in the world. After that we tried every way to procure more of that fruit, reasoning from analogy that they might have the same effect on others infested with the same disease, but could obtain none.

Meanwhile the doctor's mate of the *Mercury* came privately on board the prison sloop and presented me with a large vial of smart drops, which proved to be good for the scurvy though vegetables and some other ingredient were requisite for a cure; but the drops gave at least a check to the disease. This was a well-timed exertion of humanity, but the doctor's name has slipped my mind, and in my opinion, it was the means of saving the lives of several men.

The guard, which was set over us, was by this time touched with the feelings of compassion; and I finally trusted one of them with a letter of complaint to governor Arbuthnot, of Halifax, which he found means to communicate, and which had the desired effect; for the governor sent an officer and surgeon on board the prison sloop, to know the truth of the complaint. The officer's name was Russell who held the rank of lieutenant, and treated me in a friendly and polite manner, and was really angry at the cruel and unmanly usage the prisoners met with; and with the surgeon made a true report of matters to governor Arbuthnot, who, either by his orders or influence, took us next day from the prison sloop to Halifax jail, where I first became acquainted with the now Hon. [James] Lovel[l], one of the members of Congress for the state of Massachusetts. The sick were taken to the hospital, and the Canadians, who were effective, were employed in the King's works; and when their countrymen were recovered from the scurvy and joined them, they all deserted the King's employ, and were not heard of at Halifax, as long as the remainder of the prisoners continued there, which was till the middle of October. We were on board the prison sloop about six weeks, and were landed at Halifax near the middle of August.

[1] *A Narrative of the Captivity of Col. Ethan Allen . . .* (Albany, 1814), 28–29. Hereafter cited as *Ethan Allen.*

Journal of the Massachusetts Council [1]

[Watertown] Thursday Augst 15th 1776 –

The Memorial of Thomas Cushing Esqr – Humbly Sheweth, that One of the Continental Frigates built to carry Twenty four Nine pound Cannon, may Soon be got ready for Sailing, but is destitute of Guns, that your Memorialist was to have been furnished with the Cannon for this Vessel from Philadelphia but by the last Accounts receiv'd from thence he has reason to fear they will not be here seasonably, he has been Informed, that there are a Number of Cannon Suitable for this Frigate, at Newbury Port, which the Town are Willing to part with upon their being furnished with an equal Number of the same weight of Metal by your Honors, or with such a Number of those of a larger Size, as shall be deemed Adequate to them. Your Memorialist has Also been inform'd that there are a Number of Cannon, in and About Boston, suitable for the same purpose. He would humbly request to your Honors that it is of great Importance & will much Conduce to the Public Safety that this Frigate shou'd be sent Out upon a Cruise as soon as Possible to Guard the Coast & protect the Navigation that may be passing from One part of the Continent to the other, as well as to Annoy the Enemies he therefore Humbly prays that your Honors (if you think fitt) would lend these Cannon in and about Boston, to the Continent, till the Frigate can be supplied from Philadelphia, & in Order that the Cannon at Newbury Port may be Obtained for the Frigate beforemention'd that your Honors would furnish the said Town of Newbury Port with a Number of Cannon from those in & About Boston in lieu those, they have at said Town, Suitable for the Frigate abovesaid, by which Means she will be fully Supplied with all the large Cannon Necessary for such a Ship of War, And your Memorialist as in Duty bound Shall every pray &c –

Thomas Cushing –

Read & Ordered, the Prayer of this Petition be granted, & the Comittee for Fortifying the Harbour of Boston, be & hereby are directed: if they Judge they can Possible be spared, to deliver to the Petitioner Thomas Cushing Esqr for the use of the Continent, to be Improved in the Contin[en]tal Frigate Call'd the *Boston* . . .

On Motion Ordered, that Richard Derby & Daniel Hopkins Esqrs be a Comitee to prepare Orders & regulations for the Marines and Seamen on board the Armed Vessels fitted Out by this State –

Bonds being given by Nathl Perley, Richard Derby Junr & Jona Peele Junr a Comission was Issued out to the said Nathl Perley as Comander of the schr *Success* fitted out by them, for the purpose of Cruising on the Enemies of the United States, and Instructions were delivered Him Accordingly –

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1. Mass. Arch., vol. 19, 161–63.

JAMES WARREN TO SAMUEL ADAMS [1]

[Extract] Boston, August 15, 1776

The Spirit of Privateering prevails here greatly. the Success of those that have before Engaged in that Business has been sufficient to make a whole Country privateering mad. many kinds of West india Goods that we used to be told we should suffer for want of, are now plentier and cheaper than I have known them for many Years.

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1. *Warren-Adams Letters,* II, 438–39.

MINUTES OF THE BOSTON COMMITTEE OF CORRESPONDENCE, INSPECTION AND SAFETY [1]

1776. 6 O'Clock P.M: Met according to Adjournment at the Council Chamber, [Boston].

Aug. 15. Mr. Lesley & Family, Thomas Hayter, Lieutenant in the 14 Regiment, Robert Porter, Passenger, Thomas Collins a Drummer in the 14 Regiment, William Jenkins the Master; Thomas Green a Servant to Lt Hayter, all of whom were taken in a Brigt bound from Augustine to London [2] & carryed into Marblehead, from whence they are just arrived – attended and were examined. They inform that they left Augustine the 24 of July last, at which place there was about 700 British Troops, 150 of them belonging to the 14th Regiment, and that they were bound home in order to procure Recruits for their Regiment – they all pledged their honor to the Committee, that they would not leave the Town without liberty for so doing, and that in all respects they would behave as Prisoners on Parole ought to do.

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1. *New England Historical and Genealogical Register* (Boston, 1879), XXXIII, 23, 24.
2. The brigantine was the *Perkins,* 140 tons, taken by Washington's schooners *Franklin,* Captain John Skimmer, and *Hancock,* Captain Samuel Tucker.

ADVERTISEMENT OF SALE OF THE CARGO OF PRIZE SHIP *Reynolds* [1]

Auction at Bedford, in Dartmouth. On Thursday, the 22d of August Instant, At Ten o'Clock in the Morning, will begin the Sale of the Prize Ship *Reynolds,* from Jamaica, now laying at Bedford, in Dartmouth,[2] and continued by Adjournment, until the Whole is sold; containing as follows, viz. 302 Hogsheads of choice Sugars, 74 Puncheons of Rum; 52 Pipes, 10 half Pipes, 10 Butts and 4 Hogsheads of Wine; 42 Bags of Piemento, 40 Planks and 11 Logs of Mohogany, 16 Tons of Lignum Vitae, and 7 Tons of Fustick. [August 15, 1776]

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[1] *New-England Chronicle,* August 15, 1776.

[2] The *Reynolds* was taken by the Pennsylvania privateer sloops *Congress,* George McAroy, and *Chance,* John Adams. She was condemned in Admiralty Court on August 7.

ADVERTISEMENT OF LIBELS AGAINST SIX BRITISH PRIZES [1]

State of the Massachusetts-Bay, Middle District, ss.
To all whom it may concern.

Notice is hereby given, That the Maritime Court for the Middle District, will be held at Boston in the County of Suffolk, on Thursday the fifth Day of September, 1776, at the Hour of Ten in the Forenoon, to try the Justice of the following Captures, to wit, – of the Sloop named the *Isabella,* of about Seventy Tons Burthen, lately commanded by one Nathaniel Kirk, and her Cargo and Appurtenances: of the Ship called the *Peggy,* of 240 Tons Burthen. lately commanded by one James Kennedy, and her Cargo and Appurtenances: of the armed Schooner called the *Dispatch,* of about Ninety Tons Burthen, lately commanded by one John Goodridge, and her Cargo and Appurtenances: of the Sloop called the *Hannibal,* of about Sixty Tons burthen, lately commanded by one William Fitzpatrick, and her Cargo and Appurtenances: of the Ship called the *Earl of Errol,* of two hundred and seventy Tons burthen. lately commanded by one John Bartlett, and her Cargo and Appurtenances: and of the schooner called the *Patty,* of about seventy Tons burthen, lately commanded by one John Collins, and her Cargo and Appurtenances. Against which Vessels, their Cargoes and Appurtenances, Libels are filed before me, they having been bro't into the Middle-District aforesaid; and the Owners of the same, or any Persons concerned, may appear and shew cause, if any they have, why the said Vessels or any of them, with their Cargoes and Appurtenances, should not be condemned.[2]

Tim. Pickering, jun. Judge of said Court.

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[1] *New-England Chronicle,* August 15, 1776.

[2] The sloop *Isabella* had been sent into Beverly July 4 by the Massachusetts privateer sloop *Revenge,* Captain Joseph White; the ship *Peggy* had been carried into Marblehead by two of Washington's schooners, *Hancock* and *Franklin,* in late July; the ship *Earl of Errol* was sent into Boston August 10 by two New York letters of marque; the Schooner *Dispatch* was a British vessel of war taken by the Massachusetts state sloop *Tyrannicide,* and sent into Salem, July 18; the schooner *Patty,* another prize of the *Tyrannicide,* had also been sent into Salem. The identity of the captor of Sloop *Hannibal* has not been determined.

Continental Journal, THURSDAY, AUGUST 15, 1776

Boston, August 15.

Last Sunday was sent in here by the Brigt. *Enterprize,* and sloop *Bever,* two Letter Marques, bound from New York to St. Eustatia, a ship from Grenada, bound to London, laden with sugar, rum, cotton, &c. &c. [1]

Since our last the *Tyrannicide* privateer, Capt. Fisk, belonging to, and in the service of this state, sent into Salem, the Brigt. *St. John,* with a cargo of 120 Hhds. Molasses, 81 casks Rum, 52 casks Coffee, 14 Hhds. Sugar and 8 casks Cacoa – And into Dartmouth, the Schooner *Three Brothers,* Capt. Smith, from Dominica for Nova Scotia, with a cargo of 50 Hhds. of Rum, 86 casks Molasses, 40 barrels Flour, 10 barrels Pork, and £420 Lawful Money in cash. [2]

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[1] The brigantine *Enterprize,* Captain Joseph Dwight, and sloop *Beaver,* Captain Stewart Deane, were granted letters of marque and reprisal by the New York Provincial Congress, June 29, 1776. Their prize was the ship *Earl of Errol.*

[2] Both prizes were taken on August 4, 1776, but the name of the brig, according to the libel filed against her, does not agree with the name given in the newspaper account. She was not the *St. John,* but the *Betsey.*

New-England Chronicle, THURSDAY, AUGUST 15, 1776

Boston, August 15.

Yesterday se'nnight was sent into Portsmouth by the *Hancock* Vessel of War, belonging to the State of Pennsylvania, a large three-decked Ship, named the *Reward,* of between 5 and 600 Tons, (She was a 20 gun Ship last War, in the British Service,) now mounting 14 Guns; was from Tortola, bound to London, and had on board between 10 and 1100 Hogsheads of Sugar, 12 Bales of Cotton, and several Pieces of brass and iron Cannon. [1] We hear she was taken by the following Stratagem, viz. Just before dusk the Evening the *Hancock* came across her, the Captain of the Prize taking the *Hancock* to be one of the Tyrant's Pilferer's was very much rejoiced to fall in with her, and doubtless, vice versa, when the *Hancock* at Night threw out a Light for a Signal as a Pilot. At Day-light the next Morning, the Vessels being near together, the Captain of the Ship invited the Captain of the *Hancock* to come on board and take a Breakfast; who replied, his Hands were so few and sick, that he had not enough to man his Boat and work his Vessel, and in his Turn, invited the Captain of the Ship to come on board him, which he readily complied with by ordering his Boat out, when he and about a dozen of his Hands went on board the *Hancock,* and were taken as good Care of, as Men in such Circumstances could allow The *Hancock* then sent an equal Number of her own Hands on board the Ship, when, alas! she fell into the Hands of the United States of America.

There were on board the above Ship, a Number of Turtle directed to Lord North, with his Name cut in the Shell, the best of which, Capt. Wingate Newman, Master of the armed Vessel, is determined to send to the Hon. John Hancock.

The Prize Master, Mr. [William] Barton, informs, that the *Hancock* had taken a Brigantine from the West-Indies, just before this Ship, and sent her to Egg-Harbour, and was in chase of a Ship, supposed to be a Jamaica-man, and almost within gun-shot, when he left her.

1. The *Hancock* was not a Pennsylvania owned vessel, but a privateer, commissioned June 15, 1776. Libel was filed against the *Reward* on August 13, *The Freeman's Journal,* August 24, 1776.

Journal of the Massachusetts Sloop *Tyrannicide*, Captain John Fisk [1]

Remks on Thursday 15th of August 1776

2 [A. M.] heavy head sea
4 hald down all sails
6 Tack ship
10 Pleasant Weather I find the Current has Carried us 38 miles south this 24 hours
12 Pleasant weather
Lattd in 35d 5m Longd in 60d 25m
1 [P. M.] Saw a sail barring west gave Chaise came up fast
6 Spake with the Chaise Capt Jno Warner in the Sloop *Ranger* from Providance 12 Days out on a Cruze he stood to the S E

1. John Fisk Journal, AAS.

Journal of the Rhode Island Sloop *Independence*, Captain Jabez Whipple [1]

Remarks On Thusday August 15, 1776

att 6 am saw 2 Ships standing to the N E Gave them Chase att 10 saw that one was a Ship of force the wind Blowing frish Reaft the m sail gave them over Bore Up to the Prise got one Dolphin –

Lattd 32:25 Longd in 57:40

first part Sqaly Sum Rain a Large Sea at 2 Came up the prise all well on Bord the moderate weather [illegible] Middle part

1. *Independence* Journal, RIHS.

William Denning to Abraham Yates, Jr. [1]

Sir – [August 15].

The bearer of this is Capt. Exceen, the brig *Friendship,* loaded by me in April last, by direction of a committee of Continental Congress, with wheat and flour for Lisbon. He is returned with his brig to Fire island inlet, with a load of salt. He had orders to apply to the Convention of whatever State he arrived at on his return to this Continent. He now waits your directions. Your most hble. servt.

Wm. Denning.

P. S. He left Lisbon 7 weeks 4 days ago this day. Capt. Exceen says his cargo consists of 197 moys of salt, on board on account of the Continental Congress; that he had medicines on board (three or four hogsheads) belonging to Thos. Grant, shipped by Long, about or between 3 or £400 sterling

To Abraham Yates, Junr. Esqr. Chairman
of the Convention of the State of New-York, at Harlem.

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1. *New York Provincial Congress*, II, 282.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Thursday, August 15, 1776

The Congress resumed the consideration of the instructions given to Commodore Hopkins, his examination and answers, &c. and, thereupon, came to the following resolution:

Resolved, That the said Commodore Hopkins, during his cruize to the southward, did not pay due regard to the tenor of his instructions, whereby he was expressly directed to annoy the enemy's ships upon the coasts of the southern states; and, that his reasons for not going from Providence immediately to the Carolinas, are by no means satisfactory.

At the request of [the delegates of] Pennsylvania, the farther consideration of the report was postponed till to morrow.

Resolved, That the Secret Committee be directed to deliver to the order of the Marine Committee, such stores by them imported as are necessary for the fleet.

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1. Ford, Ed., *JCC,* V, 657, 658–59.

MINUTES OF THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] 15th August 1776

The Committee considering the favorable opportunity that now presents for shipping off Produce from this Port and other places to the Southward, the Enemies Men of War having gone.

Agreed That the sum of eighty thousand Dollars be advanced Mr [Robert] Morris to be by him laid out in produce and exported on the Continental Account. Accordingly an order was drawn on the Treasurer in his favor for that sum.

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1. Henry Laurens Collection, SCHS.

THOMAS JEFFERSON'S NOTES ON COMMODORE ESEK HOPKINS' DEFENSE [1]

Aug. 12. 1783 [*sic* 1776]. [2] [Philadelphia]

The Commodore'[s] excuse for not going to Souther[n] colonies agreeable to orders.

[Be]fore he left capes of Delaware, he heard the *Liverpool* was joined to Ld Dunmore, wch made enemy an overmatch. & many of his men sea sick.

he did not go to N. Carolina bec. [he] recd intelligce the enemy's force hd gone from there & from S. Cara to Georgia. (his men recovd as he got to the Southward)

he did not go to S. Carola for same reason & because [he] had no pilots.

he did not go to Georg[ia] bec. enemy's ships as he heard were all there & too strong.

he app[ointe]d Abaco as a rendezvous, & to wait there 15 days for each other; he chose that place because nearer to Georga than to S. Carolina.

he got there with all his fleet except the *Fly* & *Hornet,* & as he was to wait 15 days for [them] he thought he might as well form [an] expedn somewhere.

he heard from (a whaler I believe) that there was 200 barrels of powder cannon &c at [New] Providce belonging to king. he therefore went there.

but the night he arrived the govr removed the powder. he took the cannon.

he dd nt go to Savanna becs while at Providce he heard all the enemy's fleet had assembled there & that [illegible] were too strong for him

on his return North[ward] he took a bomb brig for which [he] recd thanks of Congress.

he carrd [the] cannon to Rhode isld rather than to the Carolinas because [they were] not wanting in the Carolinas & he thot he cd get more safely into Rhode isld

he dd nt delivr them to Govr of Connecticut as ordd by Congress bec. he hd them as ballast, & found he cd nt get ballast at N. Lond[on] witht sendg to N. York, a delay wch he cd not admit as Gen. Washton wrote him he apprehendd the enemy wd attempt to block him up in N. London.

he delivd them to Govr Cook of Rh. isld bec. he offered him pig iron as ballast in lieu of them, & Govr Cook undertook to delivr them to ordr of Congress

after he [returned] from Providce he was not at liberty to go to the Carolinas bec. hs instrns directed him to go to Rh. isld

had nt pilots to carry him into inlets of N. Carolina or over Charles town bar.

Commodore dd nt sent vessel for intelligce into South. col. bec. both *Fly* & *Hornet* parted with him within 2 days after [they] sailed, in bad weather the *Hornet* nevr joined him, the *Fly* not till he got to Providce

a clause in his instrns authorized him to depart from his instrns if in his discretn he thought [it] for the public good. if he was mistaken then it was no [crime.]

instrns are never given positively & it is right they should not be, because of change of circumstances

The Commodore had a premedetated design not to go to the Southern colonies but to Providence

bec. he dd nt send into Chesapk for certain intelligence.

bec. he dd nt send hs vessel of intelligce into N. Carolina but only sais he heard enemy hd left that place whereas in truth the *Cruiser* remd there alone & had above 50 prizes with her.

bec. he dd nt send in to So Carolina for intelligce he hd better [have] gone there for rendesvous than to Abaco bec. Gadsden hd promd him on seeing signals to sent out Pilot boats.

bec. he might have crossed the bar

bec. it was nearer to Georgia than Abaco was.

bec. 2 days before he got to Abaco he told major Nicholas he was to go to Providence, whereas he ss in his defence he did not intend to go there till he reached Abaco, (the rendezvous appointed) & then finding the *Fly* & *H[ornet]* separated he thought he might as well employ th[e] time of 15 days which was agreed on to wait there, in some expedn

The not meeting the *Fly* & *Hornet* cd not prevent him from going to Savannah bec. they were mere vessels of intelligce not of force, they only carried, one of them swivels, [the other] 3. or 4 lbrs

There was no cannon in N. Carola, so wre mch wantg there.

he was furnished wth 2 vessels on purpose to procure sure intelligce to direct his motions. particularly the *Fly* a very swift vessel was [bought] & fitted out on purpose.

after the expedn to Providce why did not he then go to Carolinas or Southern colonies, that being not only the main object of his expedn, but in truth the object of equipping the Navy.

his managemt of engagemt with *Glasgow* shews he wanted skill & activity.

Cannon nt wanting for ballast bec. two of his officers say she had still the ballast with which she had gone to Providce & returned.

He ot to have obeyed Congress in delivg cannon. tho' he was come out of the harbor of New London with the cannon on board; he ot to have retd wth them

objection that he had no pilots to carry him into inlets of N. Carolina & bar of Charles town not good, because he knew that [before] when he set out why did not he inform [illegible] Comme before he went that it [might have] been provided for, or delegates [have] taken proper [measures] besides as to Charles town Gadsden hd agreed wth him

fort Johnston had more king's cannon than Providce; if cannon hd bn his object [he] mt have gone & taken them

at the time he retd from Providce there was the *Cruiser* & a tender wth Govr Martin waiting to join highlandrs & 16 mi. below them were a number of transports [with Clinton's army.]

he had the *Wasp* with him a small vessel proper to send in for intelligce

from Ch[arles] to[wn] bar to Savanna bar 70. miles. from Abaco is 3 times as far.

besides it was in Winter season when Northerly winds prevail wch prevent his coming from Abaco to Savanna & facilitate it from Charles town

the objn is [not] that he did not exercise an honest discretion in departing from his instrns but that he never did intend to obey them.

true all instrns have [a] discretionary clause, which proves they have some positive intention, otherwise there was never a positive instruction & never a disobediance of orders, which is not true since return from Providce the fleet has merely act[ed in] defence of trade of Eastrn colonies.

1. Papers of Thomas Jefferson, vol. 9, 1525–26, LC.
2. This document was erroneously dated Aug. 12, 1783 by Jefferson. For explanation see Julian P. Boyd, ed., *The Papers of Thomas Jefferson* (Princeton, 1950), VI, 274. Hereafter cited as Boyd, ed., *Jefferson Papers.*

JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY [1]

Sirs

I am Going On a Bout the timber and other thing[s] for the Gundeloes Which I shall Purchase and Bring into the yard as fast as Posible But have made No Bargin With you a Bout it – I shall Charge the Same for My Time as When I Superidentended the Frigat Busines Which Was 22/6d P Day and I had the Liberty of Furnishing her With all the Bar Iron Deliver'd at the Place at £26 pr Toon I Mean Mr Wells Shop, and the Pich Tar & Turpintine at the Market Prise in Baltimore, and Payd all My bill for Mony advanst for all kind of Nesary[es] Such as shee Wants Sirs you May at first Look On this to Much But I have a Good Deall Of My Own Busines to Doe and a Great Number of Other Peoples I have My Self and 2 as Good Clarks as any in Baltimore and We are Early and Late at Our Busines I am On Horsback from Morning till Night Driving amongst the People have another hand Riding after Teems Geting Nesaryes and 2 horses is Not anuf Sumtimes Nor 2 Clarks With My Sellf att the Hed of them, I shall Be from Home in Pertapsco Neck this 2 Weeks Geting Timber With 20 hands from Home Day and Night & 2 or 3 teems, up to My Middell Or Neck in Water Rafting and Freting My Sellf, & a thousand Disapointm[ents] that you No Nothing of – I shall Be as Puntuall as Posible in My Charges and Doe your Busines as Well as I Posibly Can, and Make the Best Bargins I Can for you But I Declare if any Person Will Doe it On Better Terms I should be Pleasd the Timber is purchasd Redy and Most of it Down and I Will Hire them My Carages (as th[e]re is No Other) at a Moderate Rate – if any Person Will Now Bring it into the yard On Better Terms – than the Proposalls I Make Wee shall Lay One of the keells this Day and the Other Next Week I hope – But Expect a Line from you On the Before Menshond Matters I have furnisht the Yard With her Rum at Market Prises and My Charges of Every Kind has Been thought Reasonable and a Lowd and th[ey] Beg of Me to Be Redy for them again With all My Teems, carag[e]s and hands – So Pleas Gentellemen to Write Me and if the Rum is to Be furnisht for the yard 2 Drinks a Day of Grog and No More the Carters and People Rafting and Geting Timber Must have Rum, in short I Want Neither More Nor Les then I had With the Frigget But thought it My Duty to Explain My Bargin to you that you Mout No the Matter I have Bought a Skow that Will Carry 600 Bushells for £28 pounds a Very Good One – Pleas Send for her I have Sent sum Coffy Tee & Naills to Anopolis Sum Pots to Capt Vezey at Newtown I have Never heard if the[y] Ware Recvd Please Let

Me Nowd a Bout the Botes I Wrote By Mr Huckings Excuse this Long letter Pleas answer it from [&c.]

Baltimore August 15 – 1776 Jesse Hollings[wor]th [2]

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1. Red Book, XV, Md. Arch.
2. The Council replied to Hollingsworth on August 16, "you may depend on being handsomely paid according to the trouble you have . . . Whisky and Continental Rum may be furnished to the Workmen at Markett Price." Council of Safety Letter Book, No. 1, Md. Arch.

Journal of the Virginia Navy Board [1]

[Williamsburg] Thursday August 15th 1776 –

Ordered that a Warrant Issue to John Mayo Esqr for two pounds thirteen shillings and five pence half penny for Flour furnished Capt [Isaac] Younghusband of *Musketo* Cruizer –

Ordered that a Warrant Issue to John Rogers for One hundred pounds upon Account for furnishing Necessaries and paying of Carpenters at Work on six Boats now Building at Portsmouth under the Direction of Colo Adam Stephens and the said Rogers –

Ordered that a Warrant Issue to Mr William Russell for Thirteen Pounds ten shillings for four pair Pistols furnished Capt Lilly for the use of the Brig *Liberty* –

Ordered that a Warrant Issue to James Davis for five pounds twelve shillings and six pence for Blacksmiths Work done for the use of the Schooner *Revenge* Capt Deane. –

Ordered that a Warrant Issue Mr William Fauntleroy for Twenty eight pounds for seven Swivels furnished, Captn [Richard] Taylor for the use of the Schooner *Hornet*. –

James Davis personally appeared before this Board and agreed for the Sum of six pounds p Ton to Build a Row Galley of the following Dimensions to wit, Eighty one feet Keel, twenty feet Beam & seventeen feet mould Hold which said Gallie is to be finished by the twenty fifth of December next –

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1. Navy Board Journal, 37–38, VSL.

"Extract of a Letter from Cape Nicola Mole, August 15, 1776" [1]

From the best authority, I am informed, that four French frigates are ordered to cruize about this island to protect the American trade, and two Spanish ships are to do the same about Porto Rico for the like purpose. There are about 8 or 10,000 troops in this Island. – Twenty-nine ships of the line are getting ready at Brest, and 14 at Toulon, & 20,000 land forces, to put to sea, but where bound is not known. – Twelve Spanish ships of the line and 6 frigates, with many land forces, went by here some weeks past for the Havannah, but for what end is a secret.

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1. *Pennsylvania Journal,* October 2, 1776.

VAN BEBBER & HARRISON TO THE VIRGINIA COMMITTEE OF SAFETY [1]

Saint Pierre Martinique Augt 15. 1776

Gentlemen We did ourselves the Honour of writing you from St Eustatia on the 14th of June, acquainting you of our Connection, & making a tender of our Services, wch we hope got to hand, being accompanied with a considerable Quantity of Powder shippd you by our AVB in the Brigt *Friendship* Capt [John] Martin. –

The present serves to cover Invoices of two Parcells of Gun Powder & Arms Shipped you the 25th ulto in the Boats *Molly* Capt John Pasture, & *Pluto,* Cap Thomas Davis, in consequence of what you wrote our AVB. – We hope it will all be safely landed beforē you see this. –

These Goods are part of a large purchase made by us in June for which we are to pay by the middle of the ensuing Month, or be accountable for an Interest of 8 PCt from that period. Should your remittances therefore not get to hand within the limited time, we think proper to mention that you, as well as our other Friends, will be liable for your proportion of this additional charge. – The Publick Good alone induces us into the Engagement – had our Views been otherwise, abundant Opportunities have offered by which we could have benefitted ourselves 50 P Ct – The Article of Powder has got up again to near 4/ in Statia and 3/ at this place; we do not however imagine these prices can be supported long – Dry Goods, particularly Linnens, are plenty & may be purchased tolerably cheap. –

There are certain times when very good Bargains may be had. If you should therefore think proper to entrust us with the purchase of any thing further, we would advise you to transmit your Orders by the first Opportunity, that we may have it in our power to execute them as those favourable Junctures occur, and if at any time, by the miscarriage of your Vessells or otherwise, our credit can be of use to you; you may depend, Gent, we will most chearfully strain it to the extent. –

Capt Calender sailed from this Port about the 18th of May & took with him the proceeds of his own, the two Capt. Saunders' & Capt Markums Cargoes, consisting of Powder & Arms, in the pilot Boat sent out for the Purpose. We should be very sorry to hear of his miscarrying with so valuable a Vessell. –

Wishing Virginia all the prosperity & Happiness to which her noble, spirited & exemplary Conduct so justly entitles her, we are and shall remain, with much respect Sirs [&c.]

VanBibber & Harrison

Prices Currt at this place
Superfine Flour 78 a 80/. } p barrl
Common Do 66 a 70/. } p barrl
Tobacco 50 a 60/. P Ct
Corn 8/. p busl
Pork 100/.
Beef 90/.
Lumber, none –

[Endorsed] Copy – the original by Capt Wickes of the Continental ship *Reprisal* –

1. State Agents, 1775–1782, VSL.

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16 Aug.

Captain Charles Douglas, R.N., to Philip Stephens [1]

[Extract]

(Copy) *Isis* Quebec 16 August 1776

. . . our business of building, and reconstructing are going on as fast as our paucity of proper hands, will admit of. After a very long passage the Twenty Glasgow Shipwrights, and ten house Carpenters, from Portsmouth, are at last arrived, and are to be hurried up to Chambly from Transport to Transport, Relays whereof are placed, with proper rowing Boats to ensure the Conveyance upwards of the provisions which are hourly and impatiently expected for the army from Ireland against an opposing Current, and the prevailing light Westerly Winds of the Season . . . .

His Excellency having applied to me for four Transports to carry away the Rebel Prisoners (as well those who were caught in the lower Town of Quebec on the 1st of January, as those since taken) with a view of their returning in peace to their respective homes. The *Pearl* is sailed with them under her Convoy for New York to join Lord Howe. Some Rebels taken very lately at Lake Champlain are to their very great surprise included in the number.

The *Canceaux* Armed Ship is stationed at the Sorel The *Blonde* continues at Champlain The *Triton* and *Lord Howe* at the foot of the rapids of Richlieu The *Isis* and *Juno* in this Bason (the latter with a Defective Fore Yard) The *Bute* with Pilots is at the Isle of Bic, and the *Tartar* to cruize between Cape North and Cape Ray, until the 25th of September. . . .

[1] PRO, Colonial Office, 5/125, 53b.

Essex Journal and New Hampshire Packet, Friday, August 16, 1776

Newbury-Port, August 16.

Yesterday Capt. Wingate Newman, arrived in the Privateer nam'd the *Hancock,* from Philadelphia, she brought in as a prize, (which is now safely anchored before this town) the ship *Nancy* from Antigua, Capt Keys, bound to London, having on board about 400 hogsheads of sugar, 90 of rum, and a few casks of Madeira wine. Three or four gentleman passengers, and a lady came in the above ship. – He likewise brought in with him the Sloop *Industry,* Capt William Hazen, bound to St. John's, in Nova-Scotia, in ballast.

A few days before the taking the above ship, Capt. Newman had a smart engagement with a sloop of war, of much superior force, for three glasses, but night coming on, they parted, both having received much damage, but on board of Capt. Newman no lives lost, nor none much hurt.

MEMORIAL OF CAPTAIN JOHN MANLEY TO THE MASSACHUSETTS COUNCIL [1]

The State of Massachusetts Bay } To the Honble Council now sitting at Watertown –

The Memorial of John Manley of Boston
Humbly Sheweth

That he is informed by his Councill that the Presence of Peter Ramsey who is now a Prisoner at Concord is necessary at the Trial of the Briga *Eliza*[*beth*] which was taken & carried into Portsmouth last March – The Said Manley therefore prays that the said Peter Ramsey may be permitted to attend said Trial under such Restrictions as to your Honors may think fit and as in Duty Bound shall ever pray –

John Manley

Boston Augt 16[th] 1776

[Endorsed] Read & Ordered that the Prayer of the Memorial be granted and that Peter Ramsay have Liberty to Attend the Tryal mentioned in the Memorial to be under the Care of Capt Manley in going and returning and that said Manley see that he the Said Ramsay returns to Concord as soon as he has finished the Buisness he goes upon –

Jn° Avery Dpy Secy

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[1] Mass. Arch., vol. 165, 99.

DEPOSITION PREPARED FOR THE SIGNATURE OF CREAN BRUSH [1]

[Boston, August 16]

I Crean Brush do Testify and say that on or about 3d day of January 1776 John Ireland deliverd to me a large quantity of English Goods to take care of for Robert Ruggles, and than on or about 13th day March by virtue of an Order from General How, I went up to the stores of the following persons

(vizt)

John Barret & Sons	14	Samuel Dashwood	6
John Rowe	16	John Scollay	
Samuel Austin	3	Cyrus Baldwin	7[2]
Samuel Partridge	28		

and took from them a large Quantity of Goods which together, with Rugles's were shipt on board the Brigt *Eliza*[*beth*] Capt Peter Ramsay master except part of Mr Baldwins, which were shipt on board another vessel and that said Brigt on her passage to Halifax was taken by Como Manly and others, and carried into Portsmouth New-Hampshire, and that said Goods were on board when taken –

[Endorsed] Suffolk ss, Augst 16, 1776. at the request of Robert Rugles above-named, I went to the house of Jos: Otis keeper of the Gaol in Boston, to swear Crean Brush above named to the truth of the aforegoing deposition, that the said Crean Brush refused to sign the above or swear to the truth of it, that on being told by the said Ruggles that his Testimony would be a benefit to him but no disadvantage to him the said Brush he the said

Brush replyed and said that for that reason he would not swear to it, but in general acknowledged it was true

Jos Greenleaf Justice peace

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1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.
2. The numerals represent the numbers of the claims entered by these individuals for goods found on board the brigantine *Elizabeth.*

NICHOLAS BROWN TO THOMAS CUSHING [1]

Sir/ Providence Augt 16. 1776 –

Yours of the 5th Inst is before us, Mr [John] Langdon Claims the Preference to you of the Cannon as his Vessel is now ready as he says for them and yours is not, as to price we say the last Guns we have sold was at £80 Lawful money P Ton since which they have been sold here at Double That At Vendue, a Gentleman from this Town has Engagd a sett to be Made at one of the Furnaces in Your Province for a Privateer at 90 P Ton, and Mr Hubbart Owner of the air Furnace at Abbington holds his at about this price & we Coud make several setts at the same price and they are Dayly riseing and as we understand you have no orders from Congress to Contract We Chose not to fix a Price, 'till you are ready to Finish a Bargain, and have refusd Contracting with any Body unless we were Concernd in the Vessel they were for, only one sett of nine pounders at which Time we did not advert to your Ships Carrying 9 Pounders – If you have Liberty from Congress to Contract for the Cannon we advise (as its a Matter of Consequence) your Comeing up and Finishing the matter and as we find the Expence in Carrying on the Business is very heavy We shall Chuse to have one half the Amot paid us on finishing the Bargain – I am Sir with Due Respect [&c.]

Nich^s Brown
For the Furnace Co

		[lb]
12 pounders will	Weigh abot	24 –
9 – Ditto	Do.	18 –
6 – Ditto	Do.	12 –
4 – Ditto	Do.	8 –

P S We shall wait 14 Days from this before we Contract that each may be here or some body for them, if not agreed who has the first sett of Guns after that Time Shall Contract with the first that appears – One of our Furnace Owners is to be Concernd in the Guns purchasd in yr Province for a Privateer at £ 90 p Ton, & have no Doubt but Coud now fill several setts at £100 Per Ton

A Copy [2]

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1. Captain J. G. M. Stone Private Collection, Annapolis.
2. The copy was enclosed in letter of the same date to John Langdon.

GOVERNOR JONATHAN TRUMBULL TO GEORGE WASHINGTON [1]

Sir Lebanon Augt 16th 1776

Major General Schuyler has requested that two hundred Seamen may be raised in this State to mann the Vessels on the Lake. As most of our Seamen have marched with our Militia to join your Army I have to ask the favor of Your Excellency to permit Capt David Hawley and Capt Frederick Chappel to enlist such number of Seaman out of our Militia as may be necessary for that Servic – I am Sir with great Respect [&c.]

J T——l

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1. Trumbull Papers, XXIX, Letter Book IV, 331, ConnSL.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY [1]

[Lebanon] August 16th, 1776.

Voted to draw an order in favour of Capt. David Hawley for £180, to enable him [to] raise a crew of seamen for the naval service of the United States of America on the Lakes to the northward, to which service he is appointed a Captain. Said money to be disposed of by him in the same ways and manner as was directed to Capt. [Seth] Warner in this book *Order drawn August 16th, 1776, delivered to Capt. David Hawley.*

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1. Hoadly, ed., *Connecticut Records,* XV, 503, 504. The same was voted for Captain Frederick Chapel, New Haven.

ORDER FOR PURCHASE OF THE NEW PROVIDENCE SLOOP *Endeavor* [1]

Gentlemen Lebanon, August 16th 1776

Draw on the Treasuror of this State for the Sum of two Thousand one Hundred and sixty Eight Pounds Twelve Shillings and five Pence L[awfu]l Money in Favour of Capt Charles Walker of New Providence it being for the Purchase of a Large Bermudian Built Sloop for the Purpose of an Armed Vessell [2]

By Order the Governor & Council of Safety
Benj Huntington Clerk P.T.

To the Committee of Pay Table
£2168.12.5

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1. Conn. Arch., 1st Series, VI, 352a, ConnSL.
2. The *Endeavour,* which Commodore Hopkins had commandeered to carry some of the cannon seized at New Providence. Walker's receipt for the purchase money was dated the next day, *ibid.,* 352b.

ORDER FOR PAYMENT TO CAPTAIN JAMES RICE [1]

Gentlemen Lebanon August 16th 1776

Draw on the Treasurer of this State for the Sum of Six Hundred Seventy two Pounds six Shillings and five Pence in Favour of Capt James Rice it being in Ballance of his Account of Expences of Brig *Defence* & Row Gally as Pr his Account Appears at this Time

By Order of the Govr & Council of Safety
Benj Huntington Clerk P.T.

To the Committee of Pay Table
£672.6.5

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1. Conn. Arch., 1st Series, IX, 74a, ConnSL.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES[1]

Dear Sir/ Crown Point August 16th 1776

I arriv'd here at 10 oClock last night much as I left Tyconderoga a little feverish but no ague Yet, a dose Phisick this afternoon I hope will set matters in order. I have applied to Doctr Sparham who (I believe) Cannot be persuaded to go with the Fleet – I dont think it prudent to go without a Surgeon, Lieut [Isaac Budd] Dunn acquaints me, that the Surgeons Mate of Coln [Arthur] St Clair's Regt has a good Box Medicines & will Incline to go with the Fleet, I wish he would be sent here, or some one who will answer to kill a man *Secundum Artem,* I can procure a Case of Capital Instruments for him here, – nothing but the Surgeon & some few articles I have sent a Boat for, prevents our proceeding, – I hope the Carpenters will not be retarded for want of Smith's work they made Several Complaints before I came away – I am with Compliments to the Gentlemen of your Famaly Dear Sir Your affectionate [&c.]

B Arnold

PS I could wish the proceedings of the Court Marshall, Letters &c might pass thro Genl. Schuylers hands that his Sentiments might be known – B A

1. Gates Papers, NYHS.

ORDERLY BOOK OF BRIGADE MAJOR PETER SCULL [1]

Head-Quarters [Ticonderoga],
Aug. 16. 1776

All the Brass-Blunderbusses in Camp, belonging to the Publick, or taken from the enemy, are to be delivered in immediately to Mr Lane Conductor of Naval Stores. –

1. MNHP.

"EXTRACT OF A LETTER FROM SKEENESBOROUGH, AUGUST 16, 1776" [1]

Our strength by sea is as follows, – two schooners, one sloop, two row-gallies and six gondolas, all fit for action. – At this place we have one gondola launched, and another just finished. – We have also three row-gallies in great forwardness, from 60 to 70 feet in keel and 16 feet beam, which will mount each 6 cannon and 20 swivels, and are to go with 36 oars besides sails – They will be fit for action in about three weeks – As soon as they are launched General Watterbury, with the regiment to which I belong, are ordered on board them, and when rigged, &c. are to proceed up the Lake to join the fleet.

By the last accounts from St. John's we learn, that the enemy had not more than 40 batteaus built, and two gallies or gondolas – If this is true, I hardly think they will venture down the Lake this fall – We are determined, however, to be prepared for them – Five other gallies are to be built here, as soon as those which are on the stocks are launched.

1. *Pennsylvania Gazette,* August 28, 1776.

JOURNAL OF H.M.S. *Rose*, CAPTAIN JAMES WALLACE [1]

August 1776 In Hudsons River New York

Friday 16th AM [light breezes] and Cloudy, dry'd Sails, to all Appearance the Channell abrest of the Fort quite Block'd up.

First part light breezes and Cloudy, Mide light airs and hazy with Calms latter little Wind & Cloudy PM at ½ past 11 saw some Vessels close on board of us, took them to be Rebel Gallys two of which prov'd to be fire vessels, our Tender being on our Larbd Quarter ½ a Cable distance, one of them fell Athwart her on fire, which set the Tender Instantly in a Blaze, & hindred her from faling on board the Ship, we veer'd away but finding we could not get clear of her cut the Cable at the ½ she driving clear of us fell Athwart the *Phenix*'s Bow; which had near set her on fire, they got Clear by Cutting their Cable and Towing her Off, let go our small Bow'r Do came too the *Phenix* & *Tryal*, Our People from the Tender all got safe on board.

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[1] PRO, Admiralty 51/805.

JOURNAL OF H.M.S. *Phoenix*, CAPTAIN HYDE PARKER, JR. [1]

August 1776. At Single Anchor, four Miles above the upper Fort on York Island.

Friday 16th Cut up for Match Tubs Six Puncheons, several Gallies in sight down the River.

Light Airs and Cloudy at 11 P M discover'd a Vessel Standing up the River, she being near the *Rose*'s Tender hail'd her and gave order's for her to Fire into the Vessel; In Five Seconds the Rebel Vessel Boarded the Tender and was set fire to. By the light of this Vessel we discover'd another standing towards us at a Cables length distance – Immediately Order'd the Cable to be Cut & Commenced Firing upon the Fire Ship; in Ten Minutes afterwards she Boarded us on the Starboard Bow at which time the Rebels set fire to the Train and left her, Set the Fore Topsail and Head Sails which fortunately cast the Ship and disengaged her from the Fire Ship, after having been Twenty Minutes with her Jibb Boom over our Gunwhale. The *Rose*'s Tender was Totally consumed; the same fate must have Attended the *Phoenix* had not the Steadiness of the Officers & Ship's Company saved her.

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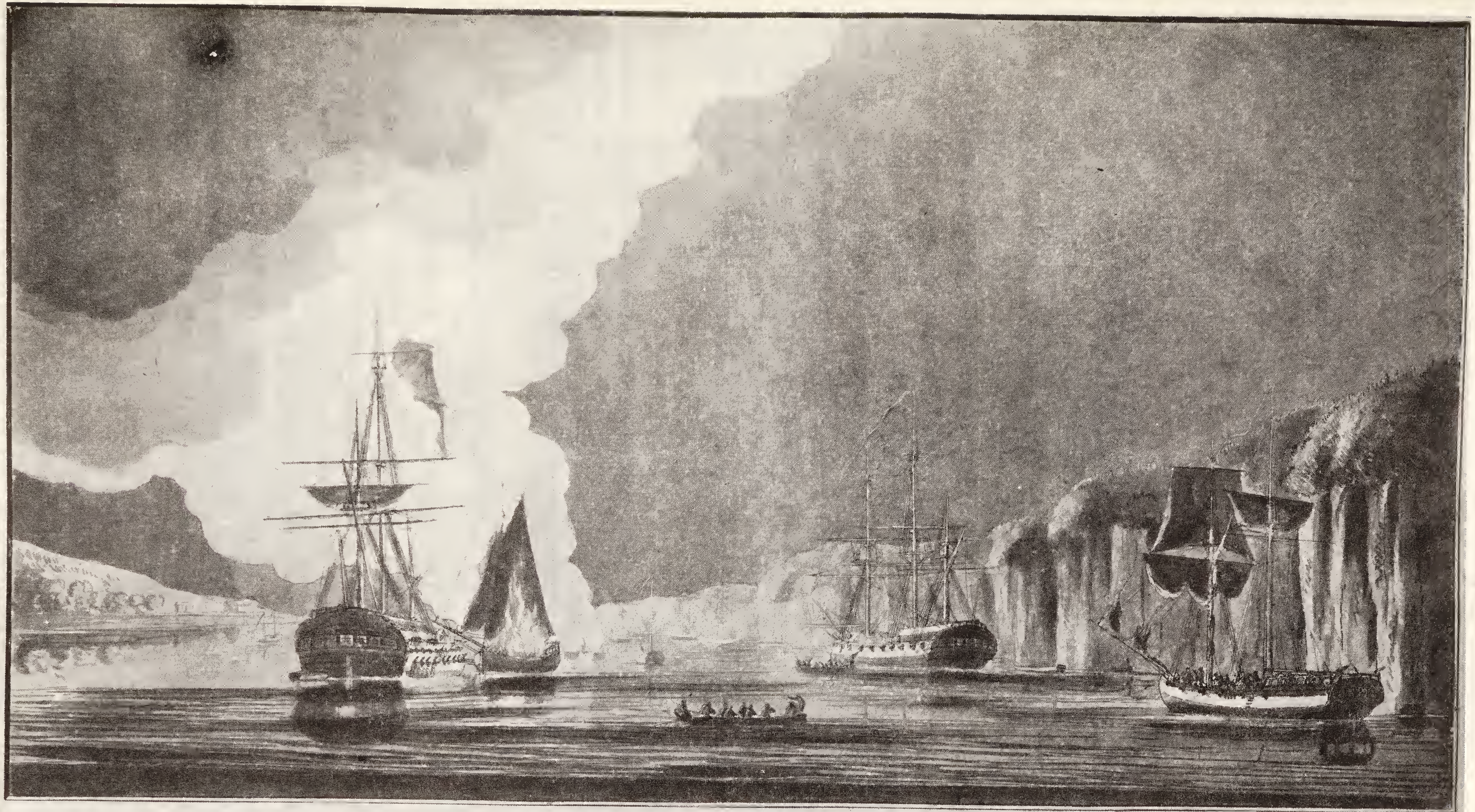
[1] PRO, Admiralty 51/694.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH [1]

[New York, August] 16th. – Our General was again requested to be a spectator on the bank of the river the approaching night, with the most positive



The PHŒNIX and the ROSE Engaged by the ENEMY'S FIRE SHIPS and GALLEYS on the 16 Augst. 1776.

Engrav'd from the Original Picture by D. Serres from a sketch of Sir James Wallace's.

Publish'd according to Act of Parliament April 2, 1778 by J.F.W. Des Barres Esq^{r}.

assurances that he should not be again disappointed: he accordingly went, attended as on the preceding time, and took a proper position on the bank. The night was pretty dark; they soon found that the galleys and fire-vessels were silently moving up with the tide. After some time, and almost immediately after the sentinels on board the British ships has passed the word, "all is well," two of the fire-vessels flashed into a blaze; the one close on the side of the *Phenix,* the other grappling one of the tenders. To appearance, the flames were against the side of the *Phenix*; and there was much confusion on board. A number of cannon were discharged into the fire-vessel in order to sink her. A number of seamen ascended, and got out on the yard-arm, supposed to clear away some grapplings. The fire-vessel was alongside, as was judged near ten minutes, when the *Phenix* either cut, or slipt her cable, let fall her fore-topsail, wore round, and stood up the river, being immediately veiled from the spectators, by the darkness of the night. The tender burnt down to the water's edge, and was towed to the shore by the Americans, out of which was taken, one iron six-pounder, two three-pounders, one two pounder, ten swivels, a caboose, some gun-barrels, cutlasses, grapplings, chains, &c. The *Rose,* and the other two tenders, remained at their moorings; but it was said that one of the tenders was deserted by her crew, for a time. Several of our galleys were said to have been inactive; otherwise, a very considerable advantage would have been reaped. The Americans sustained no loss or injury, saving one man, who, in communicating fire to one of the vessels, got considerably burnt in the face, hands, &c.[2]

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1. Abbatt, ed., *Heath Memoirs,* 45-46.
2. "Serjeant Smith of Connecticut after applying his match to the train – jumbed [*sic*] overboard to one of our boats, but was so severely burnt that he died of his wounds." *Diary of Samuel Richards, Captain of Connecticut Line War of the Revolution 1775–1786,* published by his great grandson (Philadelphia, 1909), 32. Hereafter cited as *Captain Richards' Diary.*

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION [1]

[Harlem] Die Veneris, 9 HO. A.M. August 16th, 1776.

Whereas a secret committee appointed by this Convention to devise means for annoying the enemy's ships and obstructing the navigation of Hudson's river, having by their letter received this day, informed the Convention of their fitting out two armed vessels at Poughkeepsie, and giving the command of one of them to Capt. Henry Benson, who they have sent down to New-York to procure and purchase sundry articles, necessarily required in fitting out said vessels, and request the Convention to supply Capt. Benson with money for that purpose.

Ordered, That Peter V. B. Livingston, Esqr. as Treasurer of this Convention, advance to Capt. Henry Benson the sum of £500 for the purpose aforesaid, and take his receipt for the same.

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1. *New York Provincial Congress,* I, 575, 576.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Friday, August 16, 1776

The Congress resumed the consideration of the instructions given to Commodore Hopkins, his examination and answers, &c. and, thereupon came to the following resolution:

Resolved, That the said conduct of Commodore Hopkins deserves the censure of this house, and the house does accordingly censure him.

Ordered, That a copy of the resolutions passed against Commodore Hopkins be transmitted to him.[2]

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[1] Ford, ed., *JCC,* V, 660–62.

[2] "Although this Resolution of Censure was not, in my Opinion demanded by Justice and consequently was inconsistent with good Policy, as it tended to discourage an Officer and dimminish his Authority by tarnishing his reputation; Yet as it went not so far as to cashier him, which had been the Object intended by the Spirit that dictated the Prosecution, I had the Satisfaction to think that I had not laboured wholly in vain, in his defence." Butterfield, ed., *Diary and Autobiography of John Adams,* III, 408.

CONTINENTAL MARINE COMMITTEE TO CAPTAINS JOHN PAUL JONES AND WILLIAM HALLOCK [1]

Sir Philada Augt 16th 1776

You will find inclosed herein a Paper sent us by the Captn of a French Sloop that is now daily expected from Martinico with Arms and Ammunition Which we are very Anxious should be got safe in [2] – therefore we desire you to keep a good look out for her and if you fall in with her; make Such Signals as will make you known for a Friend – She Mounts twelve Guns with Sixty Men. – You'l Please to deliver this letter and it's enclosure to Captn Hallock who must hire a Pilot Boat and man her with an Officer & four or five men to Cruize about the Capes for this Sloop, Observing to make the Signal desired and give them the needful information to get Safe in here.

When the *Wasp* goes down She will Convey further Orders respecting this Matter Unless the Sloop Arrives Safe in the meantime – We are Sir [&c.]

To Jno Paul Jones Esqr
of Sloop *Providence*
& Wm Hallock Esqr
of Sloop *Hornet*

John Hancock
Rob^{t} Morris
Fran^{s} Hopkinson
Fr^{s} Lewis
Joseph Hewes

(Copy)

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[1] Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 165, 169, NA.

[2] *Ibid.,* the paper contained the drawing of a flag, with these notations:

> Flagg of the Queen of Hungary Six Black carrs [bars] & Six Yellow Carrs [*sic*] The Capt of the Pilot Boat will put his Flagg in the Foremost head of a Pilot Boat – Carefully Recommended to the Care of Mr Paul Siemen.

JOURNAL OF JOHN PAUL JONES [1]

[May 10 to August 16, 1776]

The next day, the 10th of May, 1776, Mr. Jones was ordered by the commander in chief to take command "as captain of the *Providence*." This proves that Mr. Jones did his duty on the [New] Providence expedition. As the commander in chief had in his hand no blank-commission, this appointment was written and signed on the back of the commission that Mr. Jones had received at Philadelphia the 7th of December, 1775. Captain Jones had orders to receive on board the *Providence* the soldiers that had been borrowed from General Washington, and to carry them to New York, there enlist as many seamen as he could, and then return to New London, to take in from the hospital all the seamen that had been left there by the squadron, and were recovered, and carry them to Providence. Captain Jones soon performed these services; and having hove down the sloop and partly fitted her for war at Providence, he received orders from the commander in chief, dated Rhode Island, June 10th, 1776, to come immediately down to take a sloop then in sight, armed for war, belonging to the enemy's navy. Captain Jones obeyed orders with alacrity; but the enemy had disappeared before he reached Newport. On the 13th of June, 1776, Captain Jones received orders, dated that day at Newport, Rhode Island, from the commander in chief, to proceed to Newburyport to take under convoy some vessels bound for Philadelphia; but first to convoy Lieutenant Hacker in the *Fly,* with a cargo of cannon, into the sound for New York, and to convoy some vessels back from Stonington to the entrance of Newport. In performing these last services, Captain Jones found great difficulty from the enemy's frigates, then cruising round Block Island, with which he had several rencontres; in one of which he saved a brigantine that was a stranger, from Hispaniola, closely pursued by the *Cerberus,* and laden with public military stores. That brigantine was afterwards purchased by the Continent, and called the *Hampden.* Captain Jones received orders from the commander in chief to proceed for Boston instead of Newburyport. At Boston he was detained a considerable time by the backwardness of the agent. He arrived with his convoy from Boston, safe in the Delaware, the 1st of August, 1776. This service was performed while the enemy were arriving daily at Sandy Hook from Halifax and England, [*under the escort and protection of Lord Howe,*] and Captain Jones saw several of their ships of war [*which he had the address to avoid.*] Captain Jones received a captain's commission [*under the United States of America,*] from the president of Congress the 8th of August.

It was proposed to Captain Jones by the Marine Committee of Congress to go to Connecticut, to command the brigantine *Hampden;* but he choosing rather to remain in the sloop *Providence,* had orders to go out on a cruise against the enemy "for six weeks, [or] two or three months." He was not limited to any particular station or service.

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1. [Robert C. Sands], *Life and Correspondence of John Paul Jones including his Narrative of the Campaign of the Liman* (New York, 1830), 37–39. Hereafter cited as Sands, *Life and Correspondence of John Paul Jones.* Jones wrote this journal or memoir for Louis XVI of France. French translations are in the Archives Nationales and the Library of Congress.

JOURNAL OF THE PENNSYLVANIA COUNCIL OF SAFETY [1]

In Council of Safety,
[Philadelphia] Aug't. 16th, 1776.

Capt. [Richard] Ayres of the Armed Boat *Campden,* was directed to pay Hugh Whiteford the wages due to his Slave, Jacob Kelly, and discharge said Kelly from the Service of this State.

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[1] *Pennsylvania Colonial Records,* X, 689.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Friday August 16 – 1776

Ordered that the keeper of the Public Magazine deliver unto Capt George Muter five hundred pounds of Cannon Powder, One hundred pounds of Musquett Powder, 70 eighteen Pound Shott, fifty Pounds of Sheet Lead thirty six Grape Shott, a Rheme of Cartridge Paper, One hundred & fifty Gunflints & sixty Cartridge Boxes and Balls for the use of the *Hero* Galley. –

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[1] Navy Board Journal, 39, VSL.

VIRGINIA NAVY BOARD TO CHARLES THOMAS [1]

Sir Williamsburg Augst 16th 1776 –

The inclos'd Memorandum for Rope you'll please to get ready as soon as possible and charge it to the Schooner *Speedwell* Capt Cook on the Eastern Shore I am by order &c.

Geo. Webb. 1st Commr Pro Tempore

1 Coil — 3½ Inch do
2 do — 2½ do
2 do — 2 do
1 do — 12 thread rat line
Cable — 90 fathom 7 Inch

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[1] Navy Board Letter Book, VSL.

VIRGINIA NAVY BOARD TO ANDREW LUSH, CABIN POINT [1]

Sir, Wmsburg August 16th 1776

You are desired to provide Blocks agreeable to the within List and send them by the first safe opportunity to the Colledge landing addressed to us By order [&c.]

Geo. Webb. 1st Comr Pro. Tempore

84 — 7 Inch blocks
4 — 12 do . double
6 — 10 do . single
6 — 6 do . do
4 — 6 do . double
6 — 8 do . single —

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[1] Navy Board Letter Book, VSL.

Commission of Captain Robert Cochran as Commander of the South Carolina Brigantine *Notre Dame* [1]

By his Excellency John Rutledge Esquire President and Commander in Chief of South Carolina one of the united States of America –

To all whom these presents shall come greeting

Know ye that I do hereby appoint Robert Cockran to be Captain and Commander of the Brigantine of war calld the *Notre Dame* of the burthen of about Seventy Tons belonging to this State hereby granting License, Commission and authority to him therewith by force of arms to apprehend, seize and take all ships Vessells & Goods which are liable to seizure and Confiscation pursuant to the resolves of the representatives of the said States in General Congress assembled And to bring the same to the most convenient port in order to be legally adjudged in some court of Admiralty or some other court then having jurisdiction in Cases of Capture.

Given under my hand and seal at Chs Town
in the said State of South Carolina this 16th day
of August in the year of Our Lord 1776 –

to take rank as captain from the 31st December 1775, the date of Captain Cockrans Commission from the Council of Safety – [2]

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[1] Miscellaneous Records A 1776-1801, S. C. Arch.

[2] *Ibid.*, commissions were issued on August 17 to Charles Morgan of the sloop *Swift* and Andrew Groundwater, sloop *Peggy*.

17 Aug.

Petition of Passengers on Board the Prize Ship *Earl of Errol* to the Massachusetts Council [1]

The Petition of Hugh Munro for himself, his Wife, Daughter, Neice, and Two Servants, Geo. Campbell & Servant, John Bar[slet], Child and two Servants and John Grant and his Servant,

Humbly Sheweth –

That your Petitioners left the Granadines the ninth day of July last in the *Earl of Errol* in order to proceed to London, to which Port they were bound, that in the Latitude of 33½° on the Twenty fourth of the said Month they were taken by Two ships belonging to Gentlemen of New York and bought into the Harbour of Boston [2]

That notwithstanding the Indulgence and good Usuage they have received since their Capture and the great Lenity shewn to them on their arrival here, They Beg Leave to request of the Honle Council to take into consideration, That being Passengers only on their way home, some for Health and others going to their Families, they Cannot but Labour under many Inconveniences unavoidable to the Situation they are in –

That sensible how ready the Gentlemen of the Council of this State have always been, to aleviate as much as possible Distresses of this Kind, They hope that the same favour that has been so obligingly Granted to Others, will not be withheld from them –

They therefore take the Liberty to inform the Honle Council that in consequence of the permission given to Mr [William] Ross (a Gentleman in Similar Circumstances with themselves) He has now purchased a Ship to proceed to Europe on the Terms allowed him, That this would be an opportunity to your Petitioners of the utmost importance to them, as it is hard to Say when another of the Kind might happen, should they be so unfortunate as to be refused this

On that account they presume to Solicit your Leave to be included on this occasion, which, if Granted, will do as much Honour to your Humanity as it will be doing favour to them

And your Petitioners as in Duty bound will ever Pray, &c &c.

Hugh Munro John Barslet
Geo: Campbell John Grant

[Endorsed] In Council [Watertown] Augt 17[th] 1776 Read & Ordered – That Thos Cushing & Moses Gill Esqrs be a Committee to inquire into the Facts of Said Petition & Report

Jn° Avery Dpy Secy

[Second endorsement] in Council Augt 21st 1776. Hugh Munro & his servants a Black Woman and a Boy, George Campbell & a black boy, John Barslet a White boy and Girl & John Grant and a White servant [b]e & hereby [are] permitted to depart from this State to any part of Great Britain in the same Vessell with William Ross, who was permitted to depart from this State the 7th Instant.

Jn° Avery Dpy Secy

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1. Mass. Arch., vol. 165, 123–25.
2. New York letters of marque *Beaver* and *Enterprize.*

ABIGAIL ADAMS TO JOHN ADAMS [1]

[Extract] Boston, August 17 1776

As to news we go on Briskly taking prizes. We have a plenty of Sugars. Within these ten days Sugars have fallen from 4 pounds to 3 and 2.8 by the hundred. A Brigg was carried into Newburry this Week, from Antigue laiden with Indigo and hides, and a Jamaca Man carried into Marble Head.[2] . . .

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1. Butterfield, ed., *Adams Family Correspondence,* II, 98.
2. The vessel carried into Newburyport was the ship *Nancy,* George Keys, master; her cargo was sugar and rum. The vessel carried into Marblehead was not a "Jamaca Man," but the brig *Perkins,* William Jenkins, master, with indigo and hides. Mrs. Adams had her vessels and cargoes reversed.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide,* CAPTAIN JOHN FISK [1]

Remks on Satterday the 17 of August 1776

4 [A.M.] freash breaze and Heasey
7 Exercizd our Cannon and small Arms
10 Put our people to Allowance of 2 Quarts of water P[er] day & 1 pound bread they Grumble very much say they have but 3 meals in 24 hours.

12 I find the Current setts us to the southward
Lattd in 35d 2m Longd in 60d 6m
1 [P.M.] Heasey weather wind from WNW
5 Exersizd our Cannon and small Arms

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1. John Fisk Journal, AAS.

Providence Gazette, Saturday, August 17, 1776

Providence, August 17.

Wednesday last arrived here from a short Cruize of one Month the Privateer Sloop *Diamond,* Capt. William Chace, of this Port, and brought in a Prize Ship, from Dominica bound to Bristol. The following Passengers were on board, viz. a Youth about 7 years of Age, Son to the Governor of Dominica; Mr. Hutchinson, a Member of the Council of that Island; and Mr. Charles Hobby Hubbart, of Boston. This Gentleman arrived at Antigua from England in December last, in a Transport Ship, where on Account of his Attachment to the American Cause, he was apprehended and confined in Gaol upwards of six Months, great part of the Time in a Dungeon.

Another prize ship taken by the *Diamond,* arrived here on Sunday last.

The following is a list of the Prizes taken by the *Diamond,* with their Cargoes, viz.

Brig *Mary,* Capt. Hammond,[1] from Tortola for Liverpool, 195 Hogsheads and 7 Barrels of Sugar, 13000 Weight of Cotton, and 25 Tons of Fustick; Ship *Jane,* Capt. [William] Rome, from Dominica for Bristol, 308 Hogsheads of Sugar, and 3800 Gallons of Oil; Snow *Portland,* Capt. Bromwell, from Grenada for Lancaster, 71 Hogsheads, 1 Tierce and 10 Barrels of Sugar, 7000 Weight of Cocoa, 60100 Weight of Coffee, 3110 Gallons of Rum, 130 Weight of Indico, and 1950 Weight of Cotton; Ship *Star and Garter,* Capt. [Thomas] Hanson, from St. Kitts for London, 166 Hogsheads, 10 Tierces and 16 Barrels of Sugar, and 4500 Gallons of Rum. Ship *Friendship,* Capt. [Joseph] Jones, from Grenada for London, 283 Hogsheads of Sugar, 2600 Weight of Cocoa, 1800 Weight of Coffee, 4770 Gallons of Rum, 55 Weight of Indico, and 2800 Weight of Cotton. – Total of the Cargoes, 1023 Hogsheads, 11 Tierces and 33 Barrels of Sugar, 15600 Weight of Cocoa, 61900 Weight of Coffee, 12380 Gallons of Rum, 185 Weight of Indico, 17750 Weight of Cotton, 25 Tons of Fustick, and 3800 Gallons of Oil.

Capt. Chace informs, that a Privateer from Bedford has taken a Vessel from the West-Indies, bound to Newfoundland, having on board, besides a good Cargo, 500 Johanneses.[2]

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1. The libel of the brig *Mary* gives the captain's name as Isaac Marvill.
2. Libels against the several prizes are found in this issue of the *Providence Gazette.*

Journal of the Connecticut Council of Safety[1]

[Lebanon] August 17th, 1776.

Voted to allow the captains and recruiting officers now ordered to raise crews of seamen for service on the Lakes to the northward the sum of 8s.,

L. money, for each man they shall so inlist, for their expence in attending said business.

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[1] Hoadly, ed., *Connecticut Records,* XV, 505.

BRIGADIER GENERAL BENEDICT ARNOLD TO CAPTAINS SEAMON AND PREMIER [1]

Sir Crown Point Augst 17th 1776

You will Immediately get your Vessells under sail & Proceed down the lake 7 or 8 Miles, if you make any discovery of the Enemy you will Immediately give me notice if none return as Soon as Possible.

B Arnold B. Genl

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[1] Gates Papers, NYHS.

CAPTAIN JACOBUS WYNKOOP TO BRIGADIER GENERAL BENEDICT ARNOLD [1]

On Board the *Royal Savage* Augst 17th

Sir I find by an Order you have given out that the Schooners are to go down the lakes. I know no Orders but what shall be given out by me except sailing Orders from the Commander in chief if an Enemy is Approaching I am to be acquainted with it and know how to Act in my station. I am Sir Yours

Jacobus Wynkoop
Commander of Lake Champlain

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[1] Gates Papers, NYHS.

BRIGADIER GENERAL BENEDICT ARNOLD TO COMMODORE JACOBUS WYNKOOP [1]

Sir [Crown Point August 17]

I am surpris'd you should pretend to Contradict my Orders to the Captains of the Schooners at this time when we are alarm'd by a Signal of the Approach of the Enemy, and much more so, as I acquainted you some time since that the Commander in chief had Appointed me to take command of the Navy on the Lakes, had I not receiv'd this Appointment from my rank in the Army and as commander in chief of this Post, it is your duty to obey my Orders, which you have receiv'd and executed for some time past, you surely must be out of your senses to say no Orders shal be obey'd but yours, do you Imagine that Congress have given you a Superiour Command over the Commander in chief; or that you are not to be under his direction, if you do, give me leave to say you are much mistaken and if you do not suffer my Orders to be Immediately complied with by sending to the Captains of the Schooners to obey them I shall be under the disagreeable necessity, of Convincing you of your Error by Immediately Arresting you.

B Arnold B Genl & Commr in Chief
of the [lake] Fleet on Lake Champlain

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[1] Gates Papers, NYHS.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES[1]

Dear General Crown Point Augst 17th 1776

About two OClock this Afternoon Colonel [Thomas] Hartly acquainted me, that a Party of his men who were posted Seven miles down the lake, as a Covering party to the Oar makers, had made a large fire as a Signal that the enemy were approaching I sent Colonel Hartly with one hundred men to secure the retreat of the Party if Attack'd and Order'd the two light Schooners down the lake to cover them, they were no sooner under way than Commadore Wynkoop fir'd a Shot & brought them too, and soon after sent me a note (Copy of which I Inclose with my Order to the Captains of the Schooners, and Answer to the Commadores note) I waited some time expecting the Vessells to sail but finding they did not I went on board the Commadore when he Order'd them under sail, he refuses to be commanded by any one and Imagines his Appointment, (which is by General Schuyler) cannot be superceded. I have shewn him such parts of your Instructions as I thought necessary, which has brought him so far to reason, he says if you think proper to turn him out he will quit the Vessell. I have given him to Understand that I shall at all events pursue your Orders, & that if he did not Incline to remain in the Service he would not be Compell'd to it. Colonel Hartly is not yet return'd. I am with Sentiments of Respect and Esteem [&c.]

Saturday Night 8 OClock B Arnold
(Copy)

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[1] Gates Papers, NYHS.

CAPTAIN JACOBUS WYNKOOP TO MAJOR GENERAL HORATIO GATES[1]

Sir, Crown-Point August 17th 1776

I have understood that General Arnold is to have the Comand of the Navey and if that Be So he ought to have Shown me his Power to It, but instead of that he sent an Order for two of the Schooners to get under way and go Down the Lake upon Some Information he Says he had of the Aproach of the Enemy was It not his Duty to have Comunicated It to me and my Orders to have bin Given to the Vessels I have Contradi[c]ted them till he Acquainted me of with Some Accounts of the Enemy And then I Emediately Isued out my Orders for them to go Down Sr If that be the Case I would be Glad of my Dismission from the Service for I Excepted of this Comand upon these Conditions Major General Schuyler has a Letter which I Brought up to him from Congress that no man was to take the Comand from me and when he had Read Letter he told me that I need not to fear that no one Should have It but me and the Congress of New York Promissed me that If any one Should arrive here Authorised to take the Comand by the Honourable Contenental Congress I was to be Dismissed the Service and have the Comand of one of the Frigates Building up the North River for I am Resolved to go under Comand of no man I will Receive General Orders to Sail and how far And will Obey the Comander In Chiefs

Orders but If I have the Comand I Expect to Give Orders to the Captn of the Fleet when I Receive them from the Comander In Chief. I Refer your Honour to a Copy of my Warant a Copy of Major Generals Schuylers Letter and his Orders here Inclosed, Sr If you find my Grievance well founded I hope your Honour will be pleased to Redress It I am Sr with all Due Respect Your Honours [&c.]

Jacobus Wynkoop Com^{d}

1. Gates Papers, NYHS.

ORDERLY BOOK OF BRIGADE MAJOR PETER SCULL [1]

Head-Quarters [Ticonderoga]
17. Aug. 1776

One Cap. 3 Subs. [Subalterns] 3 Ser. [Sergeants] 3 Cor. [Corporals] 2 Dm & 100 Privates from the Brigade commanded by Gen. [James] Brickett to parade at Head Qurs at 12 oClock to take 20 Batteaus to Skeensborough – Cap: Williams will deliver the Batteaus to the Commanding Officer of the party.

Forty Seamen from the same Brigade commanded by Gen. Brickett to be draughted & parade at Head Qrs tomorrow morning at 7 oclock to go on board the fleet at Crown Point. – They will go down in two Batteaus, the Officer Commandg. them will apply to Gen. Arnold for his Orders.

Col. [John] Greaton is to take the command of the first Brigade during the Absence of Gen. Arnold.

1. MNHP.

BRIGADIER GENERAL DAVID WATERBURY TO MAJOR GENERAL HORATIO GATES [1]

Skeensborough Augt 17th 1776

At the time that Genl. Arnold was here he informed me that there was Some Quarter Deck Plank Sasoned which if they are to [be] had I wish you may send them to the saw soon as possible which I take a Great favour Am with the Greatest Esteem [&c.]

David Waterbury Jr

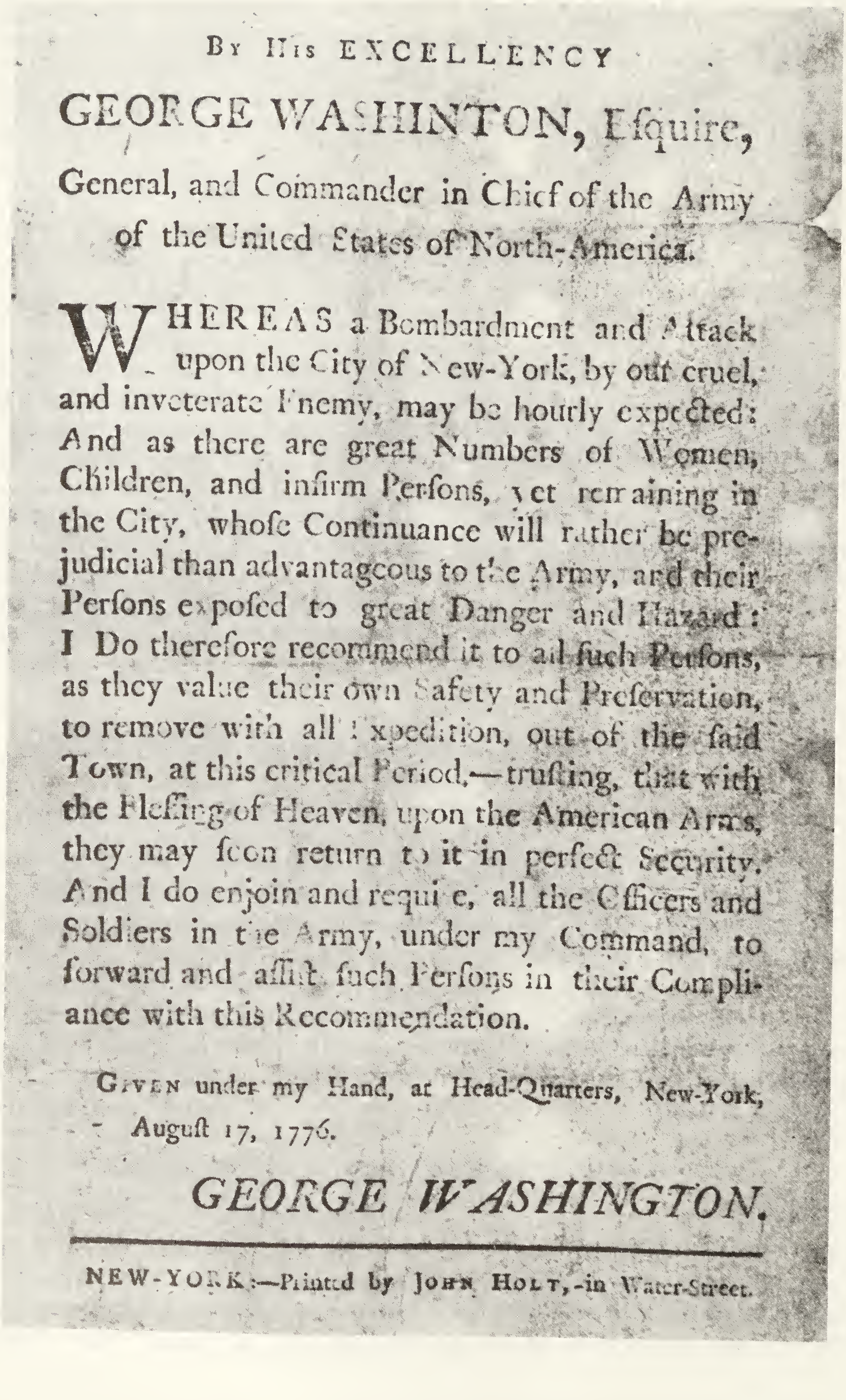
P.S. I am Informed the[re] was no Deck Nails at Ticanteroga Therfor I am going to Send this moment an Express to Albany to have them forwared with all speed

1. Gates Papers, NYHS.

MAJOR GENERAL WILLIAM HEATH TO GEORGE WASHINGTON [1]

[Extract] King's Bridge, 17 August, 1776

Dear General, The last night the fire-ships and row-galleys made an attempt upon the enemy's ships, which lay at anchor up the river. The fire-ships were well conducted; the armed schooner was grappled and burnt; the *Phoenix* was grappled for about ten minutes, but got herself clear. The



By His EXCELLENCY

GEORGE WASHINTON, Eſquire,

General, and Commander in Chief of the Army of the United States of North-America.

WHEREAS a Bombardment and Attack upon the City of New-York, by our cruel, and inveterate Enemy, may be hourly expected: And as there are great Numbers of Women, Children, and infirm Perſons, yet remaining in the City, whoſe Continuance will rather be prejudicial than advantageous to the Army, and their Perſons expoſed to great Danger and Hazard: I Do therefore recommend it to all ſuch Perſons, as they value their own Safety and Preſervation, to remove with all Expedition, out of the ſaid Town, at this critical Period,—truſting, that with the Bleſſing of Heaven, upon the American Arms, they may ſoon return to it in perfect Security. And I do enjoin and require, all the Officers and Soldiers in the Army, under my Command, to forward and aſſiſt ſuch Perſons in their Compliance with this Recommendation.

Given under my Hand, at Head-Quarters, New-York, Auguſt 17, 1776.

GEORGE WASHINGTON.

NEW-YORK:—Printed by John Holt,-in Water-Street.

Lady Washington galley and *Independence* were conducted with great judgment and bravery. I wish I could say that the other galleys did any thing at all.[2] The *Phoenix* either slipt or cut her cable; the *Rose* was left alone, and it is thought might have been taken. I was an eye-witness to the whole; and from the confusion which was apparent, I am confident that if an attempt should be made on the fleet below, and but one or two ships set on fire, their confusion would be beyond description.

[1] Washington Papers, LC.

[2] This date Washington replied requesting Heath to "inquire into the cause of the inactivity of the other Gallies," Heath Papers, MassHS.

George Washington to Vice Admiral Richard Lord Howe [1]

Head Quarters New York Augt 17th 1776.

My Lord, Being authorized by Congress, as their Commanders in every Department are, to Negotiate an Exchange of Prisoners; and presuming, as well from the nature of your Lordship's command, as the Information that General Howe has been pleased to honor me with, that the exchange in the Naval Line will be subject to your Lordship's Directions, I beg leave to propose the following mode of Exchange for your Lordship's consideration, vizt "Officers for those of equal Rank and Sailors for Sailors."

If the above proposal should be agreeable to your Lordship, I am charged in a particular manner to exchange any Officer belonging to the British Navy in our hands & of equal Rank, for Lieut [James] Josiah, who was lately made prisoner in a ship retaken by the *Cerberus* frigate.

The reason, my Lord, of my being charged to propose the exchange of Lieut Josiah, in preference to that of any other officer, is that authentic Intelligence has been received, that regardless of his Rank, as an Officer, he has not only been subjected to the duties of a common Seaman, but has experienced many other Marks of Indignity.

As a different Line of conduct, my Lord, has been ever observed towards the Officers of your navy, who have fallen into our Hands, It becomes not only a matter of Right, but of Duty, to mention this to your Lordship, to the end that an Inquiry may be made into the case above referred to.

From your Lordship's character for Humanity, I am led to presume, the Hardships imposed on Lieut Josiah, are without either your Knowledge or concurrence, and therefore most readily hope that upon this representation, your Lordship will enjoin all Officers under your command, to pay such regard to the Treatment of those that may fall into their Hands, as their different ranks and Situations require, and such as your Lordship would wish to see continued by us to those, who are already in our power, or who may hereafter, by the chance of War, be subjected to it. I have the honor to be My Lord with great respect Your Lordships's [&c.]

G. Washington

[1] Washington Papers, LC.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Saturday, August 17, 1776

The Board of Treasury reported, that there is due,

To William M'Carroll, for the passage of prisoners taken by Captain Barry from Egg Harbour to this city, with their maintenance on the road, 4 56/90 dollars:

Ordered, That the said accounts be paid.

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[1] Ford, ed., *JCC,* V, 662, 663, 664.

COMMODORE ESEK HOPKINS TO JOHN HANCOCK[1]

Sir Philada August 17th 1776

I receiv'd yours of the 16th this day, together with the Resolve of Congress – Should be extremely oblig'd to you if you would communicate the inclosed Letter to that honorable Body, and shall wait till I know if they have any further Commands for Sr [&c.]

Esek Hopkins[2]

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[1] Papers CC (Letters addressed to Congress), 78, XI, 79, NA. A signed draft is in the Hopkins Papers, RIHS.

[2] On August 19 Congress resolved that, "Commodore Hopkins be directed to repair to Rhode Island, and take the command of the fleet formerly put under his care." Ford, ed., *JCC,* V, 667.

JOHN ADAMS TO JAMES WARREN[1]

[Extract] Philadelphia, August 17. 1776

Another Subject of great Importance, We ought to have been informed of, I mean your Navy. or We ought to have known the Number of your armed Vessells, their Tonnage, their Number of Guns, Weight of Metal, Number of Men, Officers Names Ranks and Characters. in short, you should have given Us your compleat Army and Navy Lists – besides this one would have thought We should have been informed, by Some Means or other of the Privateers fitted out in your State – their Size, Tonnage, Guns, Men, Officers' Names and Characters. But in all these Respects I declare myself as ignorant, as the Duke De Choiseul, and I Suspect much more So. –

our People have a curious Way of telling a Story. "The Continental Cruizers *Hancock* and *Franklin* took a Noble Prize." Ay! but who knows any Thing about the Said Cruizers. – How large are they? how many Guns? 6. 9. 12. 18 or 24 Pounders? how many Men? who was the Commander? These Questions are asked me So often, that I am ashamed to repeat my Answer, I don't know. I can't tell. I have not heard. our Province have never informed me. –[2] The Reputation of the Province, the Character of your officers, and the real Interests of both Suffer inexpressibly by this Inaccuracy and Negligence – look into Coll [Archibald] Campbells Letter. with what Precision he States every particular of his own force, of the Force of his Adversary, and how exact is his Narration of Facts and Circumstances, Step by Step? – When shall We acquire equal Wisdom? We must take more

Pains to get Men of thorough Education and Accomplishment into every Department, civil military and naval. . . .

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1. Adams Papers, MassHS.
2. *Ibid.,* Adams wrote to Major Joseph Ward on August 20 asking for answers to his questions.

JOURNAL OF THE PENNSYLVANIA COUNCIL OF SAFETY [1]

In Council of Safety,
[Philadelphia] August 17th, 1776.

An order was drawn on Mr. [John M.] Nesbitt, in favor of Wm. Kennard, for £500, on acco't of sails he is making for one of the Gallies, to be Charged to his acco't.

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1. *Pennsylvania Colonial Records,* X, 690.

VIRGINIA NAVY BOARD TO COLONEL WILLIAM CURLE [1]

Sir, Williamsburg August 17th 1776

The Commissioners of the Navy having information of some six pounder on River, will be oblig'd if you'll make proper inquiry, and acquaint us whither the owner will dispose of them, and the price, if they belong to the Public, be so good as to let us know the safest and most expeditious way of getting them up the Country. We understand they belong to a Mr [Henry] Howard, near the half way House between Hampton and York, who no doubt will spare them as we cannot fitt out our Vessels for want of Cannon. Be pleas'd to acquaint us with the result of your inquiry as soon as possible. I am by order of the Naval Board [&c.]

Geo. Webb. 1st Com. P.T.

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1. Navy Board Letter Book, VSL. The name of the recipient of the letter is omitted in the letter book, but he is identified in the minutes of the Navy Board, Navy Board Journal, 39, VSL.

18 Aug. (Sunday)

JOURNAL OF H.M. SLOOP *VIPER,* CAPTAIN SAMUEL GRAVES [1]

Augt 1776	Mount Desert NWBN 8 or 9 Leags
Saturdy 17	at 4 AM Made sail at 5 out 2d reefs at 11, 2 sail in Sight Mode & Cloudy at 2 PM saw 2 sail gave chase at 7 in 1st reefs 8 hoisted the boats out & gave Chace to the Strange Sails at 8 brought too Mntopsl to the Mast
Sunday 18	at 4 AM Made sail saw the 2 Sloops Seizd them [2] at 7 Departed this life Alexr Miller Carpentr at 10 Saw a Sail in Shore Light Airs & Cloudy at 2 P M Joseph Durant was Appointed Acting Carpenter pr Order at 4 took 2 Sloops in Tow

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1. PRO, Admiralty 51/1039.
2. The prizes were the sloop *Unity,* J. Lord, master, — Jones, owner, and the sloop *Nancy,* R. Adams, "belonging to the Congress," both from Machias for Newburyport with lumber, shingles, etc., Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

JOHN BRADFORD TO JOHN HANCOCK [1]

Dear Sir Boston 18th Augst 1776 –

I have the pleasure to Acquaint You that yesterday a Small Brig was sent in here taken by the *Hancock* & *Franklin*. she was going from St. Augustine to Bristol, her Cargo Consists only of 3600 Ran deer Skins, and 6840. lb Indigo [2] – two other of the Schooners are Abroad, the *Lynch* will sail to morrow. she came in two days ago After a Months Cruise without Success, having Nothing material to inform you with. I salute You and have the Honor to be with All due Respect [&c.]

J. Bradford

I am Just Setting out for Salem to attend the trial of the pork Ship [3]

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1. Charles Roberts Autograph Collection, 720, Box 1, HCL.
2. The brig *Perkins*, William Jenkins, master, 140 tons.
3. The ship *Queen of England*, James Arnout, master, which was decoyed into Boston harbor July 21, and whose cargo included 1600 barrels of pork, *New-England Chronicle*, July 25, 1776.

MAJOR JOSEPH WARD TO JOSHUA DAVIS [1]

Sir Boston 18 August 1776

You are hereby directed to proceed immediately to Sandwich & there procure teams sufficient to convey two Sea Mortars with their appertenances across the land from Sandwich to Buzzards Bay; you will then procure Vessels proper for transporting the mortars from said Bay to N. York to which place you are to convey them with all possible safety & expedition, and deliver them to the order of his Excellency Genl Washington.

If you should need assistance on the way, all the true friends to the United States of America are requested to give you all necessary assistance in forwarding said Mortars.

By order of General Ward
J. Ward, ADC.

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1. ChHS, Typescript.

BRIGADIER GENERAL BENEDICT ARNOLD TO DR. THOMAS POTTS, FORT GEORGE [1]

Dear Sir Crown Point Augt 18. 1776

You have, one Robert Aitkinson In your Hospital, who is an exceeding good Pilot for this Lake. If his health will posibly admit of his comeing here I beg you will let him have such necessaries as he may want, & dispatch him as soon as posible, He belongs to Major [John] Bigelow of the train. – I am Dr Sir [&c.]

B Arnold

PS I hope no time will be lost in sending a Surgeon, the fleet will be detained untill one arrives — B A

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1. FTML.

MAJOR GENERAL HORATIO GATES TO BRIGADIER GENERAL BENEDICT ARNOLD[1]

Sir Tyonderoga 18th August 1776 –

I have this moment received your letter from Crown Point of yesterday evening. It is my Orders you Instantly put Commodore Wynkoop in Arrest and send him prisoner to Head Quarters at Tyonderoga. You will at the same time acquaint the Officers of the Fleet that such of them as do not pay an Implicit Obedience to your Commands, are instantly to be confined & sent to me for Trial; I am Sir [&c.]

H G

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[1] Gates Papers, NYHS.

MAJOR GENERAL HORATIO GATES TO MAJOR GENERAL PHILIP SCHUYLER[1]

Dear General Ticonderoga, 18th August 1776

Thursday, General Arnold went to Crown Point to take the command of the Fleet, collected there, Inclosed is a Copy of my Orders to him, which he read and much approved, before his departure from hence, – Late, last night, I received the within Letter from the General, with an Extract of what passed between him and Mr [Jacobus] Wynkoop, which you will also find in the Packet, together with my Letter at Day-Light this Morning, in consequence of General Arnold's Letter to me I shall send Mr Wynkoop to Albany immediately on his arrival here, and I dare say you will without Scruple, forthwith dismiss him the Service – He ought, upon no account, to be again employed. Many Officers of rank in this department say, he is totally unfit to command a single vessel, at this important hour of business – I would not submit this Affair, to a General Court martial here, least they should have doubts how to decide upon it, as the Continental Articles of war make no Provision for so extraordinary a circumstance – The Times will not admit of trifling – Decision alone must govern these Occasions –

I expect Genl [David] Waterbury by Saturday Night, with the Row Gallies. As he is an able Seaman and a brave Officer, I intend he shall join Genl Arnold with the rest of the Squadron the Instant they can be armed & equipped – As Genl Arnold and he are upon the best terms, I am satisfied no Dispute about command, or want of Confidence in each other, will retard the public service – I am Dr Genl [&c.]

Horatio Gates

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[1] Papers CC (Letters of Major General Philip Schuyler), 153, II, 283–84, NA.

"LIST OF CONTINENTAL ARMED VESSELS ON LAKE CHAMPLAIN AUGUST 18TH 1776" [1]

Names of Vessels and Commanders		No of Guns	Size of Guns	No of Swivels	No of Men	
Sloop *Enterprize*	Dickson	12	4 lbrs	10	50	Sailed
Schooner *Royal Savage*	Wynkoop	12	4.6 lbrs 8.4 lbs	10	50	
Do *Revenge*	Seamon	8	4.4 lbrs 4.2 lbs	10	35	
Do *Liberty*	Premier	8	2.4 lbrs 6.2 lbs	8	35	
Gondola *N: Haven*	Mansfield	3	1.12 lbr 2.9 lbs	8	45	
Do *Providence*	Simmons	3	Do.	8	45	
Do *Boston*	Sumner	3	Do.	8	45	
Do *Spitfire*	Ulmer	3	Do.	8	45	
Do *Philadelphia*	Rice	3	Do.	8	45	
Do *Connecticut*	Grant	3	Do.	8	45	Not entirely Rigg'd
Do	Graham	3	Do.	8	45	
Row Galley *Lee*	Davis	6	1.12 lbr 1 9 lbr & 4.4 lbr			
12	Totals	67		94	485	

Copy John Lansing Jun^r^ A[cting] Secy Horatio Gates

N B: The First Nine are fit for Action, and now under the Command of Brigadier General Arnold at Crown point. The Last three will sail in a few days and the Row Galleys and one more Gondola will be down from Skeanesborough in a Week –

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1. Washington Papers, LC.

CAPTAIN RICHARD VARICK TO LIEUTENANT ——————— [1]

Sir Head Quarters Albany Augt 18. 1776.

You with the Party of Men under Your Command, will immediately embark on Board of two large & one small Batteau, to be delivered You by Mr [illegible] the Waggon master at the Provision store & will proceed from hence with all possible Dispatch to Poughkeepsie & there deliver the Letter addressed to Messrs [Augustin] Lawrence & Tudor [Samuel Tuder].

You will there take on Board All such Blocks, slow Match, Cordage & Rigging as these Gentlemen shall be pleased to deliver to You, with Which You will immediately reembark & return to this Place, without the least Delay. –

In Case Your Boats shall not be sufficient to bring up all the Articles to be delivered You, You will embark some of them on Board of some Sloop, coming to this Place & take the Skippers receipt promissing to deliver the same to Mr Ph: Van Rensselaer, storekeeper at this Place. –

You will take Eight Days Provisions for Yourself & Party. – By Order of the Genl R.V. Secy. –

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1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 28 June, 1777, NYPL.

MEMOIRS OF WILLIAM SMITH [1]

[Haverstraw] 18 Do [August]

The *Phoenix* and *Rose* shot by all the Forts & got down to Staten Island thro' the Delays in obstructing the Channel. They have created some Expence to the Continent in the Land Carriage of Provisions from Philadelphia to New York – Had they brought up a 1000 spare Hands, they might have spread Fire all along the Shores up to the Highland Forts. It is difficult to say who is most to blame the British General for sending them up so weak or the American one for suffering them to escape when the Feet of the neighbouring Cliffs on the West Side of Hudson's River furnished moveable Stone & the River Sloops for shutting them in – A Deserter who had assisted in sinking the Vessels was their Pilot thro' the Gut left unfinished.

[1] Sabine, ed., *Memoirs of William Smith,* II, 3.

JOURNAL OF H.M.S. *Rose,* CAPTAIN JAMES WALLACE [1]

[August 1776] In Hudsons River New York

Saturdy 17th AM at ½ past 4 saw 4 Rebel Galleys about 3 Miles below us, they Row'd off and kept close to the Fort on the Eastern Shore, which we suppos'd to be the Channell.
First part light breezes and Clear, Middle little Wind with Rain

Sunday 18th AM at 5 weigh'd and came to Sail as did the *Phenix Tryal* Schooner, and *Shuldham* Tender, steering down the River, at 3/4 past 5 past the Chiverd'friezes, within a Musquet Shot of the Rebel Battery on the Eastern Shore, they began firing upon us from High Hills on the Eastern and Western Shores, and a heavy fire of Musquetry from a Breastwork under the Battery, Returned the fire when we came Abrest of New York we Recv'd a heavy fire from 11 Battery's, Do return'd a Constant fire, had 2 Men Wounded, at 8 came too off Staten Island in 6 fm the Watering place WBS and Wt point of the Narrows So Do Anchor'd the *Phenix, Tryal* and *Shuldham* Tender; found Riding here Lord Howe Vice of the White in the *Eagle,* Adml Shuldham, Vice of the Blue in the *Chatham,* Commodore Sir Peter Parker in the *Bristol,* and Commo Hotham in the *Preston* with several Men of War and a large Fleet of Transports.

[1] PRO, Admiralty 51/805.

JOURNAL OF H.M.S. *Phoenix,* CAPTAIN HYDE PARKER, JR. [1]

August 1776. At Single Anchor Off Staten Island.

Sunday 18th at 5 AM Weigh'd and came to Sail in Co his Majestys Ship *Rose, Tryal* Schooner and the *Shuldham,* at 20 Minutes past 5 the Rebels Fir'd at us from a Battery on the Eastern Side of the River which we return'd. at ½ past [5] passed through the Channell on the East side of the Vessels &ca Sunk by the Rebels to block up the Channell between Geffery's Hook and

Berdetts Mountain; several Shot was Fir'd [at] us from a Battery upon the Top of the Mountain, after we got through the Channell; At ½ past 6 Fir'd several Broad sides at some Gallies laying close into the Western Shore at 3/4 past 6 Commenced Firing at the Batteries upon York Island &ca at ½ past 7 Anchor'd off Staten Island with the Best Bower in 6½ Fam found riding here his Majesty's Ship *Eagle* Vice Adml Lord Howe, *Chatham,* Vice Adml Shuldham, *Bristol,* Comodore Sir Peter Parker and *Preston* Commodore Hotham wth a very large Fleet of Men of War & Transports. In passing the Batteries Recd a Shot through the Longboat which sunk her, lost out of her the Stream Cable, a Hawser Oars &ca &ca

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1. PRO, Admiralty 51/694.

MAJOR GENERAL WILLIAM HEATH TO GEORGE WASHINGTON [1]

[Extract] Kings Bridge Augst 18th 1776

Dear General Early this morning The *Phenix* man of war, *Rose* Frigate, and the Two Tenders Came to Sail and stood Down the River, Keeping Close under the East shore, in Order to avoid the Fire of our Cannon, But notwithstanding this Precaution the *Phenix* was Thrice Hull'd by our Shot from mount Washington, and One of the Tenders Once, – The *Rose* was Hull'd once by a shot from Burdits Ferry – They Kept their men Close, otherwise Some of them would have been picked Down by a Party of Riflemen who were Posted on the Bank, – They fired Grape shot as they Passed, But did no Damage save to one Tent we hope to hear that your Batteries have Done the work for some of them, – We shall recover Some Swivel Guns, Gun Barrels, shot &c Out of the Wreck of the Tender which was Burnt the Other night, the Particulars of which shall be Transmitted to your Excellency as soon as I can obtain them . . . The ships have now tryed the Practicability of Passing our works They have Explored every part of the shore as far as they have gone up the River, and Sounded the River in almost every Place, should the ships rejoyn the Fleet with out Receiving much Damage, I think How[e] will be Emboldened to Attempt an Attack some where above this Place, thinking that there may be a greater probability of succeeding here, than in the Face of so many, and Strong works, as have been Erected in and around the City, – However should his Inclination lead him this way, nature has Done much for us, and we shall as fast as Possable add the Strength of art, . . .

I have Just now received your Excellencys Command, to Enquire into the Cause of the Inactivity of some of the Row Gallies in the late attack on the Enemys' ships but as the Gallies have all Left this Post and fallen Down to the City I must beg your Excellency to Excuse me from that Service –

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1. Heath Papers, MassHS.

George Washington to Governor Jonathan Trumbull [1]

[Extract] New York Augt 18th – 1776

I am happy Capt Van Buren has succeeded so well in the business he was upon, it being of great consequence for us to fit out and maintain our vessels on the Lake –

On the night of the 16th two of our Fire Vessels attempted to burn the Ships of War up the River. One of them boarded the *Phoenix* of 44 Guns and was grappled with her for some minutes, but unluckily she cleared herself – The only damage the Enemy sustained was the destruction of one Tender. It is agreed on all hands that our people engaged on this affair behaved with great resolution and intrepedity. One of the Captains —— Thomas – it is to be feared perished in the attempt, or in making his escape by swimming, as he has not been heard of – His bravery entitled him to a better fate – Though this enterprise did not succeed to our wishes, I incline to think it alarmed the Enemy greatly – For this morning the *Phoenix* and *Rose* with their two remaining Tenders taking the advantage of a brisk and prosperous gale with a favorable tide, quitted their stations and have returned and joined the rest of the Fleet – As they passed our several Batteries they were fired upon, but without any damage that I could perceive –

The whole of the British Force in America, except those employed in Canada, are now here; [Henry] Clinton's arrival being followed the last week by that of Lord Dunmore who now form a part of the Army we are to oppose. His coming has not added but little to their strength – I have the honor to be with great respect Sir [&c.]

G^{e} Washington

[1] Trumbull Papers, XXIX, Letter Book IV, 332, 333, ConnSL.

Lieutenant Colonel William Tudor to John Adams [1]

[Extract] New York 18th Augst 1776

Dear Sir It was with no small Degree of Pleasure, on my Return here, I observed the Cheerfulness which brightened the Countenance of every Soldier I met. The whole Army are in most excellent Spirits & shew an Impatience for Action And the Spade & Pick Ax have been so well employ'd, that there is scarce a Spot upon the whole Island, where a Redoubt or Breast Work could be of service, but what has either one or other. From the Advantages we now possess, I think General Howe must be repulsed whenever he attacks, but should he be able to carry the Island, it must be with so prodigious a Loss that Victory will be Ruin. He must get Winter Quarters for his Troops somewhere, & I am afraid if he can't get them in York, he will once more attempt it in Boston. Their Command of the Sea gives them vast Advantages.

[1] Adams Papers, MassHS.

GEORGE ROSS TO BENJAMIN FRANKLIN [1]

Dr Sir

The *Phenix* & *Rose* have Just now passed our Batterys & I fear without much damage – I was in one of the Batterys during the whole time they were within gun shot – The visit they had two nights agoe from our fire ships made them sick of their Station & they have now Joind the fleet at the Narrows – Every countenance here is chearfull and if our Enemies dare attack they will undoubtedly procure themselves a severe drubbing – My complymts to friends I am Sr [&c.]

Geo: Ross [2]
New York 18th Augt 1776

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[1] Franklin Papers, IV, 106, APS.
[2] Adjutant of the Second Pennsylvania Battalion.

JOURNAL OF AMBROSE SERLE [1]

[On board H. M. S. *Eagle*]
Sunday, 18th. August.

This Morning, the Wind being strong at N E and the Weather hazy, the *Phoenix* and the *Rose,* with two Tenders, came down the River, in Defiance of all the Efforts of the Rebels from Batteries, Cheveaux de Frize, &c. Not one of all their Shots struck the *Phoenix,* and but one or two the *Rose,* and those did but little Damage. One man only was wounded by a Splinter in the Leg. The Rebels kept up an incessant Fire from all their Guns, many of the Shot from which we saw falling very short of their objects. The Ships, on the other hand, returned a smart Fire, and came down, with Sails set and Colours flying, till they joined the Fleet. A young Man came off from the Shore in a Canoe, and got on board the Ships, by whom we find, that the former Accounts of the Situation of the Rebels were true, and that many among them wd. be glad to leave their Service. A Captain Hornneck, an Engineer, who came off with him, was drowned by the Canoes striking against the *Rose*. They tried to save the poor Gentleman, but in vain, as they could not stay for him, being in the midst of the Rebels' Fire. This was regretted as a capital Loss. Capt. [James] Wallace explained the Reason of the great Fire we saw two Nights ago. The Rebels had fitted up a large Brig as a Fire-ship, which came very close to the *Phoenix,* but did no Sort of Damage. It was well constructed for its purpose, which the activity of our People defeated.

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[1] Tatum, ed., *Serle's Journal,* 67–68.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.[1]

[On board H.M.S. *Eagle* off Staten Island]

18th [August] Sunday — This night and morning blowing and raining very hard. At five o'clock in the morning or a little after, heard a heavy cannonade up the North River; it continued to increase, and came nearer to us. About seven o'clock all the batteries in and near the town and opposite shore were firing away very fast; at this time very thick, raining and blowing. A little before eight the *Phoenix, Rose, Trial* schooner, and *Shuldham* sloop, appeared in sight close to Bedloe's Island. The two ships fired away on both sides, and soon after anchored here at Staten Island. The ships received no damage whatever, and not one shot struck the *Phoenix*; the *Rose* had two men slightly wounded.

1. *Duncan's Journals*, XX, 121–22.

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19 Aug.

MASTER'S LOG OF H. M. ARMED VESSEL *Canceaux* [1]

August 1776 [In the St. Lawrence River above Sorel]

Monday 19 at 4 AM weigh'd and run 4 Miles higher up and came to an Anchor, Empd loading flatt Bottomd Boats with stores &c for St Johns. – Set out in above Boats, The Master, Boatsn and Gunner, with most of the People. – [2]

[1] PRO, Admiralty 52/1638.

[2] Bound to St. John's to be assigned to vessels of the British fleet outfitting there for service on Lake Champlain.

JOHN LANGDON TO JOSIAH BARTLETT [1]

[Extract] Portsmo August 19th 1776

My Friends Your favours of the 5th instant I've recd and most heartily rejoice with you at the Success of our Arms, in taking so many Prizes, they are continually coming in here – Capt Brown in a small Sloop has just arriv'd here from Holland, belonging to Colonel [Isaac] Sears of New York and others, she is Loaden with Medicines Linnens &c valuable Cargo. –

If the Committee had let me have the Guns for this Ship, when they have been laying at Providence near two Months, and the Ships there not ready to receive them we should no doubt have taken more Prizes, then would have paid for our whole Fleet, however by some fatelity or false information we have been kep't from them –

Our people are Entring on board Privateers very fast, so that we shall have few hands left for the Continent, all this for want of Guns for our Ship, the people do not like to Enter, without Guns, as they want to be out after Prize Money –

[1] John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

RICHARD DERBY, JR. TO JEREMIAH POWELL [1]

Sir Salem 19th Augt 1776

As my Health will not permit me to attend my Duty at the Board at Present, I take the freedom to Inform You that the Brigg *Massachusetts* is nearly fixed & has onbord 97 Men, 2/3 of which having Entered within this 4 Days.

Nothing seems now to be wanting but 4 or six Guns, & three Small sails, & both Guns & sails I find to be totally out of my Power to Procure, without the Aid of the Councill or [General] Court, – there is a Ship at Danvers which I Suppose is owned in London, she has been Launched I beli[ev]e 18 months & has a Compleat Suit of Sails, the Value of the three Sails I Want, in Common times would not be more than £15–, I have offered the Capt of this ship twice that money for them, & tho' there is not the least Probability of his Getting away, he will not Part with them, I have Endeavoured to Borrow them, & to oblige my Self to Replace them when, he should want them, but all to no Purpose, I Do not Love to use force, but, Circumstances Considerd, is it not Reasonable that the Board should furnish me with an Order to take them? if they Do I could wish to have it on the Morrow.

And if the Board will furnish me with an Order on the Commissary, or which will be better Direct Collo [Thomas] Crafts to Deliver Capt [Daniel] Souther four or six Suitable Guns from any Place from wherever they Can be most Conveniently Spared, I Can soon have them. Collo Crafts Informs me that there are two Ship Six pounders onboard the Rowe Gally, I think they Call it, and Certainly they are of no sort of use there, no[r] Do I think they ever Can be while they Remain Onbord her, & therefore I hope the Board will have no Objection, to those Guns being Orderd onbord the *Massachusetts*. there are two others, Capt [Caleb] Hopkins informs me, now on Long Wharfe which he Landed out of the *George* Guard ship, these may, I think, be Spared & Collo Crafts has some others as the Guns now wanted for this Vessell, are not Large Enough to be used to any Great Advantage in Batterys, I know of no Place where they Can at Present be so usefully Employed as onbord this Brigg, but if the Board are of a Different oppinion, the Vessell must Lay by. I have taken, Almost, Infinite Trouble to Get as many as I have, and more 'tis not Posable for me to procure at any Rate, – May I ask the favour of your Honor to urge this matter & Let me know the Result of your Endeavours as soon as Possable? I am Sir [&c.]

Rich^d^ Derby Junr

[Endorsed] In Council Chamber [Watertown] Augt 23d 1776

Ordered that the Honble Richard Derby Junr Esqr be and he hereby is empowered and directed to take for the use of this State such sails belonging to the Ship now lying at Danvers mentioned in his letter to this board of the 19th inst: as he may want for the Brig *Massachusetts* now lying at Salem he causing the same to be first appraised by some disinterested suitable Persons, under Oath and that he be desired to pay for the same sails according to such appraised value – And further that he be directed to take for the use of the said Brig *Massachusetts* Two Cannon Six pounders out of the Row Galley in Boston Harbour and also two other Cannon, four or six pounders belonging to this State which were lately landed in Boston from the Ship *George* lately impressd as a Decoy Ship in the same Harbour – And the Commissary General of this State is hereby ordered to deliver the said Cannon to the said Richard Derby upon his Application therefor –

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1. Mass. Arch., vol. 165, 146–47. Powell was president of the Massachusetts Council.

STORES ORDERED FOR THE MASSACHUSETTS STATE SLOOP *Freedom* [1]

In Council [Watertown] Augt 19th 1776

Ordered, That the Commissary General be & he hereby is directed to deliver Cap[t] Jno Clouston or Order out of the Colony Store for the Use of the armed Sloop *Freedom* the following Articles – Vizt –

one Doctors Box
forty eight lb Powder to try his Cannon
Thirty Cartouch Boxes –
four hundred Flints –

Jn° Avery Dpy Secy

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[1] Mass. Arch., vol. 165, 112.

Boston Gazette, MONDAY, AUGUST 19, 1776

Watertown, August 19.

Yesterday se'nnight the *Tyrannycide* Privateer in the Service of this State, commanded by Capt. Fisk sent into Salem a Prize Brig called the *St. John.* Her Cargo consists of 120 Hogsheads of Molasses, 81 Casks of Rum, 52 Casks Coffee, 14 Hogsheads of Sugar, and 8 Casks of Cocoa.

The same day also arrived at Dartmouth, taken by the above Privateer, the Prize Schooner *Three Brothers,* Capt. Smith from Dominica for Nova Scotia. Her Cargo consists of 50 Hhds of Rum, 86 Casks of Molasses, 40 Barrels of Flour, 10 Barrels of Pork, and £420, L M. in Cash.

Thursday last a fine Prize Ship, from St. Augustine for London, laden with dry'd skins and Indigo, was sent into Salem by a Privateer commanded by Capt. [John] Skimmer. [1]

The same Day arrived at Newbury Port, a Prize schooner, laden with rum, &c. We have not heard by whom she was taken. [2]

Last Week the *Warren* Privateer of Dartmouth carried in there a ship from the West-Indies for Newfoundland, laden with sugar and melasses; she was commanded by Capt. Cockran [William Cochran] of this Town, and owned by Thos. Boylstone of Boston.[3]

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[1] The prize was the brig *Perkins*; not a ship. She was taken by Captains Skimmer and Tucker, in Washington's schooners *Franklin* and *Hancock*.

[2] Probably the sloop *Two Friends,* rather than a schooner, taken by Wingate Newman in the Pennsylvania privateer brig *Hancock*.

[3] The ship *Argo* of 170 tons.

PRESIDENT OF THE MASSACHUSETTS COUNCIL TO AARON HUBBARD [1]

In Council Watertown Aug. 19. 1776

The Board are greatly concerned that the Cannon which they contracted for with you several months ago, are not yet ready. – They have several Vessels now manned & fitted for the sea, with every article except cannon. By this, a very great expence is daily incurred by the Government, and not the least advantage derived from it; nor can be, till the Vessels are furnished with the cannon which are expected from you. The Board therefore most earnestly urge you to make all possible dispatch in this affair, and to postpone every other business till this is finished.

In the name & by order of the Board

Jer. Powell Presidt –

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1. Mass. Arch., vol. 165, 113.

Thomas Cushing to John Hancock [1]

[Extract] Boston Augt. 19. 1776

. . . The Committee for Fortifying the Harbour of Boston are examining the Cannon in and About Boston to see if they Can possibly Spare me sufficient for the Twenty four Gun Frigate,[2] Agreable to the order of Council. I am in great hopes shall be able to get the loan of a Sufficient Number for that Ship untill they can be obtained from Philadelphia Let me intreat you to hurry the Cannon along as fast as possible, let me have the Commissions for the Captains Blank Warrants for the Warrant officers, and particular Orders what Cruise the 24 Gun Frigate shall proceed Upon . . .

You have not Informed me [whether] Congress has as yet appointed any Agent to take Care & [supply the] Continental Ships with such things as they from time [to time shall st]and in need of – This is a different department from an Agen[t for prize]s – [3]

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[1] Emmet Autograph Collection, NYPL.

[2] The frigate *Boston*.

[3] Cushing wrote in a similar vein this date to Robert Treat Paine. Robert Treat Paine Papers, MassHS.

Dr. David Cobb to Robert Treat Paine [1]

My Dear Sir Boston Augt 19th 1776

My necessary absence, last Monday, at my Island Hospital, prevented your having the weekly Journal as usual. – I shall now send you the whole.

Monday 5th
Tuesday. 6th } No public occurrance of any kind in these day's.
Wednesday 7th

Thursday 8. Receiv'd your letter of the 30th ulto

Fryday. 9th This afternoon arriv'd here a large prize Ship from Granada, laiden with Rum Sugar & a 130000 lb of Cotton; she was taken by two Letters of Mart from New York.[2] – Likewise arriv'd this week, at Portsmouth a large Ship (she formerly mounted 20 Guns) from Tortola having on board 790 hhds of Sugar, a large quantity of Cotton, Rum &c. with 12-9 pounders, Iron & 6-6 pounders, brass, most of 'em mounted, she never fir'd a Gun, supposing that an American privateer was invincible – she was right – she was taken by the *Hancock* privateer.– [3]

Saturday. 10th Receiv'd sundry articles of Intelligence, pr post, together with your Letter of the 3d instt. – nothing new here.

Sunday 11th Nothing remarkable.

Monday 12th Two Briggs were sent into Salem & Dartmouth by one of the

Colony Arm'd Vessells, both belonging to people of this Colony & have been traiding from the West India's to N. Scotia. –
I hope they'll be condem'd – Villains. [4]
Tuesday. 13th Jamaica Cargoes have been selling off this week past; Sugar is reduc'd to 32/. pr C & the best Jamaica Rum to 5/1 pr Gal – grand effects of arm'd Vessells – Their is now more Sugar in the New England States, than they can consume in three years.
Wednesday. 14th – This Day was celebrated here with the usual Ceremonies, firing of Cannon &c – in the afternoon arriv'd a Schooner from Hispaniola in 21 days – she brings no particular news. –
Thursday. 15th – Yesterday arriv'd at Newbury port a prize Ship from Antigua, having 400 hhds Sugar & 100 hhds Rum, She was taken by the *Hancock* privateer from Philadelphia. [5]
Fryday 16th – A Brigg from St Augustine with Indigo, Furrs, Deerskins &c. was sent into Marblehead yesterday by two of the Continental Cruizers; she has on board a Recruiting party of the 14th Rigemt that was going home commanded by a Lieutt. – the Brigg came up to this port this afternoon.[6] – likewise arriv'd this week at Portsmouth a Schooner from Hispaniola with dry Goods & West India produce. –
Saturday 17th – A Schooner arriv'd here to day from Martinico, with Molasses &c. she sail'd some time since from Salem.
Sunday 18th – Last Fryday was carried into Bedford, Dartmo. a prize Ship with 300 hhds Sugar & 300 hhds Molasses, she is said to be owned by Thos Boylstone of this Town; but is now cover'd under the Name of Lane & Frazier, London.– [7]

Do send me what ever is new & curious – Your Family are well. – Your Friend &c

David Cobb

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1. Robert Treat Paine Papers, MassHS.
2. The ship *Earl of Errol.*
3. The ship *Renown,* taken by the Pennsylvania privateer *Hancock.*
4. These vessels were prizes of the Massachusetts state sloop *Tyrannicide.*
5. The ship *Nancy.*
6. The brig *Perkins,* taken by Washington's schooners *Hancock* and *Franklin.*
7. The ship *Isaac,* taken by the Massachusetts privateer sloop *Warren.*

LETTER OF AGENCY FROM THE CREW OF WASHINGTON'S SCHOONER *Lynch* TO JOHN BRADFORD [1]

We the Subscribers Captain Officers & Seamen belonging to the arm'd Schooner *Lynch* in the service of the United States of America, Do by these presents appoint ordain & Constitute John Bradford Esqr of the Town of Boston to be our & Each our Agent for all prizes allready in his care & such as we shall hereafter Send Wherin we & Each of us are Intitled to a share – Hereby Impowering him the said John Bradford Esqr to retain in his hands for our use, Our & Each of our shares of prize money as aforesaid or for Each of our Heirs Executors or Assignes – And in Consideration for his trouble WE agree to allow, & Agree He shall receive & Deduct from the neet proceeds of all such prize Money Two & one half pcent – In witness Whereof WE have Hereunto sett our Hands Respectively – Boston August the Nineteenth 1776 –

John Ayres Commander
Samuel Harris first Lieut
Nehemiah Story 2d Lieut
John Stone Master
Caleb Stone Gunner
James Brown Boswen
Jas Woodard Carpenter
Jonathan Harris Carps Mate
John Dalley Boats. Mate
pd William Atkins Gun Mate
his
John X Pousland
mark
pd Samuel Nocks Seaman
pd James Delap Do
his
Peter X Melsett Do
Mark
pd John Cumber Do
Arthur Lloyd Do
William Patterson Do
his
John X Ayres Do
mark
Andrew Woodbery Do

his
Will X Cook do
Mark
Will X Crouder do paid
Robert Nutting do
Joshua X Hanson do
Robert Weston do
Peletiah Warren do
Robert Devereux do
Samuel Gorretson do
John Johnson do
his
Will X Orchard do
mark
Prince Gilbert do
Ceaser Lee Do
Jeremiah Farnham
Eben Mountford
W Warren
Joseph Harris
James Delap
Stepn Hastings
Elias Hastings
John X Hammond
James Bayard Mate
Thomas Tracey Mate & Pilot
Er Freeman (Steward)

Jonathan Nickerson. pd. his name not in the within List
Robert Hislip pd him Ap 2nd [1777] his name not in the List [2]

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[1] U. S. Navy, Miscellaneous Mss. (1775–1804), LC.
[2] The last two names were added later by Bradford.

Brigadier General Benedict Arnold to Major General Horatio Gates[1]

Dear General Crown Point Augst. 19. 1776

I received yours of yesterday & have Ordered Commadore Wynkoop to Head Quarters, no other person in the fleet has disputed my orders. – I believe the Commadore was really of opinion that neither of us had, authority to command him, He now seems convinced to the Contrary, & sorry for his disobedience of orders. – If it can be done with propriety, I wish He may be permitted to return home without being Cashierd I am very respectfully Dr General [&c.]

B Arnold

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[1] Gates Papers, NYHS.

MAJOR GENERAL HORATIO GATES TO BRIGADIER GENERAL BENEDICT ARNOLD[1]

Dear Sir Tyonderoga 19th August 1776

Inclosed is an Exact Copy of the Orders & Letter I sent you yesterday morning at Six O Clock, which I am surprized not to find complyed with by the Arrival of Mr. Wynkoop at this Post. I desire that the matter may be no longer delayed, & that he be sent, as I have already ordered, immediately under Arrest to me at Tyonderoga. I am Sir

[1] Gates Papers, NYHS.

New-York Gazette, MONDAY, AUGUST 19, 1776

New York, August 19.

A Brig belonging to this Port, arrived last Sunday safe in a Harbour on Long Island, with a valuable Cargo from Lisbon, chiefly consisting of Powder and Salt. The Captain informs us, that a large French Fleet lay off Cape St. Vincent's, and that two British Frigates were cruizing about to watch their Motions. Another brig, also belonging to this Port, in Company with him, was taken by one of the British Pirates, off Bermuda.

Every Tide we expect an Attack will be made on this City from the piratical Fleet at Staten-Island.

VICE ADMIRAL RICHARD LORD HOWE TO GEORGE WASHINGTON [1]

Sir, *Eagle* off Staten Island, 19th August 1776.

Concurring with the proposition you have been pleased to make in your favor of the seventeenth for an exchange of prisoners in my department, viz. "Officers for those of equal rank, and sailors for sailors," I will take the liberty to propose an officer of the same rank with Lieut. [James] Josiah, when he arrives.

The *Cerberus* being absent, I have no other information respecting the situation of Mr. Josiah, than what is communicated in your letter. But the matter, you may be assured, shall be inquired into, and every attention paid to the rules of propriety, as well as the dictates of humanity, on all such occasions.

Principles and conduct form the true distinction of rank among men; yet, without a competent habit in the manners of the world, they are too liable to meet with unmerited disregard. But insult and indignities, to persons of whatever rank, who are become parties in these unhappy disputes, cannot be justified, and are, I persuade myself, as much disapproved of by every officer under my command, as they can never cease to be by me. I am, with great personal respect, Sir [&c.]

Howe.

[1] Washington Papers, LC. This letter, and one from George Washington of August 17, 1776, were printed in the *Pennsylvania Evening Post,* August 24, 1776.

DANIEL & SAMUEL HUGHES TO ROBERT TREAT PAINE [1]

Honble Sir Antietam Furnace. 19[th] August 1776

We shod be glad you wod furnish us (by the bearer) with an exact list of the different sized Guns & the number of each, we are to Cast, in order that we may make the earliest preparations – the length of each size will be sufficient as to the dimensions, as we have got an approved list of the other proportions – the length of our 18 Pounders is 8½ feet, and the[y] are much esteem'd for land service. 24 Pounders are 9 feet, & 32 Pounders 9½ feet according to our dimensions – We are with due respect [&c.]

Dan[l] & Sam[l] Hughes

[1] Robert Treat Paine Papers, MassHS.

JOURNAL OF THE MARYLAND CONVENTION [1]

[Annapolis] Monday August 19, 1776.

The Council of Safety laid before the Convention an inventory of sundry articles taken out of a small sloop drifted ashore in this state from the British fleet under the command of lord Dunmore, and now stored by order of major [Thomas] Price, which was read.

Resolved, That a committee be appointed to take the subject matter into consideration, and report in what manner articles and prizes of the like nature are to be disposed of; and Mr. [William] Paca, Mr Gustavus Scott, and Mr. [Robert] Hooe, were elected by ballot a committee for that purpose.

[1] *Proceedings of the Convention of the Province of Maryland held at the City of Annapolis, on Wednesday the 14th of August 1776* (Annapolis, 1776), 9. Hereafter cited as *Maryland Convention.*

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Monday 19th August 1776. –

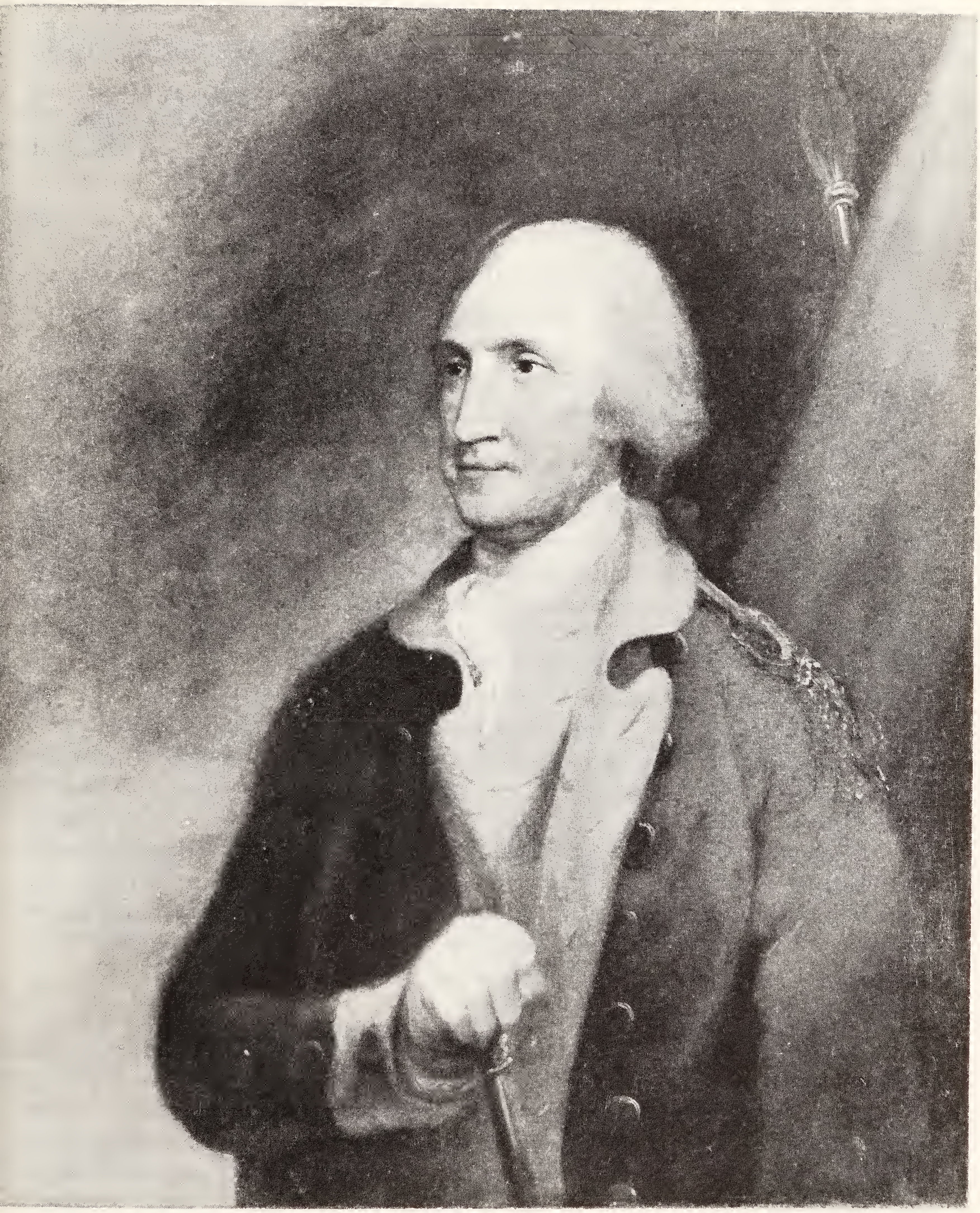
Ordered that the keeper of the Public Store deliver unto Capt John Calvert for the use of the *Norfolk Revenge* Galley One thousand twenty penny nails –

Ordered that the keeper of the Public Magazine deliver unto Capt John Calvert for the use of the *Norfolk Revenge* Galley three Quire of Cartridge Paper.

Ordered that a Warrant Issue to Lieut Richard Hogg for Forty seven pounds for Disbursements and pay of his Company of Marines from the seventeenth day of April last to the seventeenth Inst as pr Acct this day settled. –

Daniel Roles Hall is recommended to his Excellency the Governour and the honble the Council as a proper person to be appointed first Lieutenant of the Schooner *Speedwell* Capt. [Robert] Cooke. –

Ordered that a Warrant Issue to Colo Henry King for Eleven pounds eighteen shillings and six pence for Rum furnished Capt [Edward] Travis for use of the *Manley* Galley. – Also for seventeen pounds four shillings and three



George Washington.

pence for Rum furnished Capt John Calvert for the use of the *Norfolk Revenge* Galley. and also for seventeen pounds ten shillings for Swivels for the use of the Navy. –

Capt John Calvert inform'd the Board that there was due unto Benjamin Randel a Sailor that belonged to the *Norfolk Revenge* Galley who was lately Drowned the Sum of three pounds eighteen shillings and eight pence for his Wages on Board the said Galley from the fourth of May last to the eighth of July following. It is therefore Ordered that the said Calvert pay the said Sum of Money unto the Legal representative of the said Randel.

1. Navy Board Journal, 40–41, VSL.

Journal of the Virginia Council of Safety [1]

[Williamsburg] Monday August the 19th 1776.

Captain George Muter of the *Hero* Galley, and Lieutenant Philip Chamberlayne appeared in Council, took the Oath prescribed by Ordinance, and subscribed the articles of war, whereupon Commissions were issued & delivered the said Officers.

It being represented to this Board that it will be greatly beneficial to the Trade of this Country, and of others of the United States to have the harbours of Gingoteague [*sic*] and Cherristones on the Eastern Shore of this Commonwealth fortified and that there are some Cannon there for the Purpose, Ordered therefore that Colonel [Thomas] Fleming be desired to fortify the said two Harbours, with all possible expedition, a Letter was accordingly written Colo Fleming a Copy filed & ord. to be recorded.

Ordered that Lieutenant Benjamin Pollard of the Marines, with his Quota of Captain   Company, repair on board the *Hero* Galley to perform duty and a Commission was delivered him dated this day to continue inforce during the present Cruize, or until the General review of the Company and no longer.

A Warrant [issued] in behalf of this Board [Navy] to William Mariner for Eleven pounds ten Shillings for three months Wages as a Skipper of a Vessel pressed to convey the 9th Battalion to the Eastern Shore, and taken on his return by Lord Dunmore and detained a prisoner the above time.

1. McIlwaine, eds., *Journals of the Virginia Council*, I, 118, 119, 120, 121.

Virginia Navy Board to Captain Eleazer Callender [1]

Sir   Williamsburg August 19th 1776 –

Yours of the 11th Instant we receiv'd, you must make up y[our] Complement of Men as soon as possible [2] taking on Board the Guns that [are] ready and proceed down the River [3] as far as Hobbs hole letting us know when there that we may give you the proper instructions; apply to Col. [Fielding] Lewis and he will let you have the Articles of War and other Papers relating to your Men, the Guns we shall endeavour to procure as soon as possible. I am by or[der] of the Board of Commissioners [&c.]

G. Webb 1 Comr. P.T.

NB. We mean that you shou'd wait and take those Guns Comg from Philadelphia.

To Capt Eleazer Calender of the Sloop *Defiance*

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1. Navy Board Letter Book, VSL.
2. Ibid., this date the Board also urged Captain Robert Conway of the galley *Protector* to ready his command "to proceed on a Cruise."
3. Rappahannock River.

VIRGINIA NAVY BOARD TO CAPTAIN WILLIAM SAUNDERS [1]

Sir Williamsburg August 19th 1776 –

We receiv'd yours P Mr [William] Richardson whom we detain'd untill the Council met. for their concurrence. You must proceed on a cruise to the Capes annoying the Enemy as much as lies in your power: being at the same time careful of your own Vessel and when She is foul come to York. When you arrive there make a full return to this Board of the size of your Vessel, number and size of your Guns, quantity of Ammunition, state of your Rigging, Sails and other Materials. By order of the Board I am [&c.]

Thomas Whiting 1st Commr

To Capt William Saunders on board
the Schooner *Adventure* Hobbs Hole

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1. Navy Board Letter Book, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN CHRISTOPHER CALVERT [1]

Sir, Williamsburg August 19th 1776

Yours P Mr Nathaniel Boush we have receiv'd and by him have sent you three hundred & fifty pounds, which we presume will suffice for the present. if you are in want of Iron of any kind you are to send to Mr Nicholas Tauleon at Cobham; with whom we have lodg'd a considerable quantity for the supply of the Navy. I am by order of the Board [&c.]

Tho^s Whiting [1st Commr]

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1. Navy Board Letter Book, VSL. Calvert was building the *Washington* galley at South Quay.

"EXTRACT OF A LETTER FROM NEWBERN, AUGUST 19." [1]

A few days ago we received an account in town, that very lately, on the banks, not far from Roanoke inlet, about 25 men were landed from some vessel of war, for the purpose (it is supposed) of making free with a few of the cattle. Captain Dennis Dauge, who commands an independent company between Currituck and Roanoke, attacked them, killed some, and took the rest prisoners.

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1. Dixon & Hunter's *Virginia Gazette,* September 7, 1776.

JOURNAL OF H. M. S. *Seaford,* CAPTAIN JOHN COLPOYS [1]

August 1776 Off Martinico
Sunday 18th At 6 A M Spoke an English Sloop from St Luica

1st Pt fresh Breezs & Hazey, Middle & Latter Pts Do Breezs & rain. at 2[P]M Saw a Sail to the Wt ward. Gave Chace At 9 Do bro't too under Martinico at 12 Do bro't too a Schooner. Sent the Lieut on board bro't on board the Master & Exchanged the People.

Monday 19th at 10 A M Made the Signal for the schooner to bear down to us. Upon which the french fort fired Several Shott at us Fresh breezs & Cloudy Wr At 8 P M Rosoa Dominica EbN 5 or 6 Miles.

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1. PRO, Admiralty 51/880.

20 Aug.

Deposition of Peter Ramsay [1]

Deposition of Peter Ramsey Mariner, Late Master of the Brigantine *Elizabeth* Testifieth and Saith on or about the 21st of March A D 1776 in Boston in the Colony of the Massachusetts Bay your Deponent then and there received verbal orders from Admiral Shuldham to go On Board said Brigantine *Elizabeth* and take the Charge of her and Navigate her to Halifax, and on Friday the 29th of said March Between the Hours of three & four oClock P M I came to Sail with said Brigantine under Convoy of His Majestys Ship *Niger,* and Sabbath Evening about six or seven oClock I parted from said Convoy, and proceeded on my Voyage to Halifax, and about Four or Five oClock P M on the next Tuesday following Commodore John Manly in the Continental Arm'd Schooner *Hancock,* Came up, and Gave me a Broadside, and I Returned the Fire with Small Arms, Capt Danl Waters in the Continental Arm'd Schooner and Capt John Ayres in the Continental Arm'd Schooner [2] Came up when I struck to the Commodore, and your Deponent then saw no other vessel besides the before mentioned, and your Deponent in said Brigantine was Brot by the Commodore and Capt Waters into the River of Piscataqua, and further saith not –
Portsmo August 20th 1776

Peter Ramsay [3]

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1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.
2. Waters commanded the *Lee,* and Ayres, the *Lynch.*
3. On August 23, at the request of Continental agent Joshua Wentworth, who intended to appeal the verdict of the New Hampshire Maritime Court, Ramsay swore to the truth of the deposition of August 20, *ibid.*

Master's Log of H. M. S. *Milford* [1]

August 1776 Cape Cod So20Wt 8 Leags

Monday 19 saw 2 Sail to the Wtward Sounded 110 fathoms soft Mud Light Airs inclinable to Calm, latter Fresh Breezs & Cloudy, gave Chace got the Oars out, at 5 Hoisted out the Pinnace and Cutter Mann'd and Arm'd and sent them after the Chace, Shorten'd sail and carried a Light to the Bowsprit and as a Signal to the Chace, at 8 the Pinnace boarded the Chace prov'd to be a Fishing Schooner belonging to Boston at 12 hoisted the Pinnace in,

Tuesday 20 at 6 Brot too Maintopsl to the Mast and got the Prize alongside and got every thing out of her and scuttled her, at Noon made sail and stood to the Wtward.

Fresh Breezs & Cloudy latter little Wind at 3 saw three Sail to the Wtwd gave Chace at 6 Shorten'd sail and left of[f] Chace in 2d Reef T. Sails

1. PRO, Admiralty 52/1865.

Advertisement of Sale of Prize Brigantine *Harlequin* and Cargo [1]

Notice is hereby given that on Wednesday the 28th of August inst, at Ten o'Clock in the Forenoon, at Messieurs Clarke and Nightingale's Wharff, in Providence, will be sold at public Vendue, to the highest Bidder, the Brigantine called the *Harlequin,*[2] Burthen about 130 Tons, with her Appurtenances; also her Cargo, consisting of 219 Hogsheads, 137 Tierces and 20 Barrels of excellent brown Sugar, 62 Hogsheads of West-Indies Rum, and 2 Boxes of curious Shell-Work: Pursuant to a Decree of a Court erected in the State of Rhode Island and Providence Plantations, for maritime Affairs, by the Hon. John Foster, Esq; Judge of said Court.

Paul Tew, Sheriff

N.B. At the same Time and Place will be sold two Four Pound Cannon.
Providence, August 20, 1776

1. *Providence Gazette,* August 24, 1776.
2. Taken by Daniel Bucklin in the Rhode Island privateer *Montgomery,* and Joseph White in the Massachusetts privateer *Revenge.*

Journal of the Connecticut Council of Safety [1]

Voted, That Henry Billings of Norwich be and he is appointed Third Lieutenant of the armed brig *Defence* belonging to this State and First Prize-Master for the cruise on which said brig is now ordered. His wages to cease on condemnation of the first prize, or at the end of said cruise.
[Lebanon] Aug. 20th, 1776.

1. Hoadly, ed., *Connecticut Records,* XV, 505.

Major General William Heath to George Washington [1]

Kingsbridge Augst 20th 1776

May it Please your Excellency –

I have the Pleasure to Inform you, that we have taken out of the wreck of the Tender lately burnt up the north River, The following Cannon Vizt one Six Pounder, Two Three Do one Two Do and Ten Swivels, One Caboose and apron, Two Cutlasses, Two Gun Barrels, One Crow bar and 4 Grappins [Grapplings] and Chains, Lieut Landon of Colo Nicolls Regiment with Two of the Company to which he belongs went off and Towed the wreck on Shore Under the Fire of the Cannon of the Ships, a Cannon Ball Passing within a few Inches of his Head, – He is an Undaunted officer, and with great Fatigue Has Taken these Cannon out of the water, I therefore beg leave to recommend this Service in Particular to your Excellency notice and if you should think Some Reward Proper to be Given, it will be gratefully received by the adventurers, and Perhaps Prompt others to daring Actions – I have the Honor to be [&c.]

W Heath

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1. Washington Papers, LC.

JOURNAL OF AMBROSE SERLE [1]

[On board H. M. S. *Eagle*]
Tuesday, 20th. [August]

Lord H[owe]. sent up a Flag of Truce this Morning, relative to an Exchange of Prisoners, which Washington had desired, & to wch his Lordship agreed. I mentioned to Lord H[owe]. the Case of Mr. Henry Stanhope, Son of my Friend Edwin Francis Stanhope Esq. and late acting Lieutenant in the *Glasgow,* but his Lordship could do nothing in the matter, as Mr. Henry Stanhope had unfortunately broke his Parole. A Letter, which his Father caused to be sent to me from Mr. David Barclay addressed to John Dickinson Esq. of Philadelphia, soliciting his Release, I obtained Leave to send by the Flag of Truce; and I hope it will have a favorable Issue.

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1. Tatum, ed., *Serle's Journal,* 70.

MASTER'S LOG OF H. M. S. *Roebuck* [1]

August 1776	Staten Isld NNE 2 miles
Tuesday 20th	A. M. Receiv'd Danl Macartney a Deserter from the *Orpheus* & lent Jones Pilot for the Delaware to her when she proceed'd to Sea Open'd a Cask of Beef N67 Conts 200 Short 5 Pieces

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1. PRO, Admiralty 52/1965.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Tuesday, August 20, 1776

Information being given to Congress that the Crews of some of the American vessels have risen against their captains, and piratically seized the vessels, and that one of them being carried into England, the pirates have been publickly countenanced, and the vessel and cargo taken by administration, and sent to victual their fleet and army in America:

Resolved, That a committee of three be appointed to enquire into the circumstances of the captures, and report thereon:

The members chosen, Mr. [Benjamin] Franklin, Mr. [Robert] Morris, and Mr. [Thomas] Jefferson.

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1. Ford, ed., *JCC,* 672, 692.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO COUNT D'ENNERY, GOVERNOR OF SANTO DOMINGO [1]

[Copy] Philadelphia August 20th 1776

Sir, It is impossible that at this date you can be a stranger to the important contest subsisting Between Great Britain and her (late) colonies, Neither can it be necessary for us to enter into any detail of the Origin, or history of the progress of the dispute, sufficient it is for our present purpose to inform your Excellency, that the good people of America grown quite impatient under the yoke of tyranny, and sore with the cruelty's Daily practised against them, have at length determined to shake of[f] the yoke and oppose at the revoque of every thing that is sacred and dear to mankind the future opperations of that government w[h]ich had determined to seize with a strong hand their property, and in violation of all natural, moral & Civil obligations to annihilate their liberty

These being the avowed purposes of the court of great Britain, pursued with the utmost violence, notwithstanding the many and frequent representations, and supplications of this people, their delegates in General Congress did resolve in July last to shake of[f] their dependence on such oppressors and to set up for free and independant States, as you will see by the printed declaration wich we have the honor to inclose

we depend principaly on the Virtue and Strength of our people to support this state of independancy, wich was loudly called for by them and received with universal marks of joy and approbation, but that we might not be wanting in any part of that duty we owe to ourselves, and posterity, we have sent a person to the Court of france to represent our present situation, and to sollicit a favourable disposition toward [us] as we are well assure[d] of the mutual and important advantages that will arise to both Country's from an alliance founded on just principles and supported by commercial intercourse.

The Court of france Cannot be insensible to her Own interest, and we have (uncertain) information that our resident is arrived and has meet a most favourable reception, but from himself we have not yet received any advice

we have also sent a young Gentleman to reside for some time at Martinico for commercial purposes. he has been favourably received, and informs us by authority of the general, that our Commerce will meet with Encouragement and protection in that island

as we Know well that the island of hispagnolia has Constant occasion for the produce of these states, and Vice Versa, these states will require large supplies of the produce of that island, we have been led by the consideration of mutual benefits to intrude upon your Excellency['s] time and to solicit your protection, and Encouragement of the Commerce Carried on between our inhabitants and yours. we do not Mean by this to Express a Wish that your Excellency should depart from the line of your duty, or that our people should interfere with the municipal laws and regulations of your Country:

but we are well assured that the favorable Countenance of a Governor will greatly Encourage an infant commerce, and will paliate and Excuse such errors, neglects or crimes against the rules or laws as arise from ignorance of them

the great painstaking and the vigilance used by our Enemies to deprive us of the necessary supplies of arms and ammunition, has made it necessary for the Congress to institute a trading Committee, stiled the Secret Committee with full powers to pursue such commerce as may be most likely to procure the articles wanted for the public Service. we the undersigned are members of that committee and members of the general Congress as will appear by the Certificate from our president & Secretary. in consequence of the power we are Vested With, and of advice we have lately received of arms and ammunitions being now very plenty in your island, we have sent a young italian Gentleman that had resided here a Considerable time and is warmly attached to our Cause, to Cape francois, where We propose he s[h]ould remain for the purpose of receiving the Cargoes we send him, and shipping in return the articles we may order. his name is Mr Stephen Ceronio a Gent'n of good family at Genoa, and of exceeding good character and we beg to recommend him to your Excellency['s] Patronage, and protection during his Stay on the island, not doubting but his Own Merit will recommend himself to your frendship and Civilities, Should he at any time have opportunitys of purchassing Such goods as we Want, and not have sufficient effects in hand we beg your Excellency would in such Cases assure the Owners of them, that we shall Constantly remit him sufficient to discharge all Contracts he makes for our Account

We hope a fovourable acceptance of this application and have the honor to be your Excellency [&c.]

Robt Morris　　Josiah Bartlett
Joseph hews　　Phil Livinstong [Livingston]
fras lewis

[Endorsed] Pour copie conforme a l'original
Thiery

1. AN, Marine B7, 458, LC Photocopy.

Robert Morris, for the Secret Committee of the Continental Congress, to Thomas Mumford, Groton [1]

In Secret Committee
Philada August 20th 1776

Be pleased to deliver unto Colonel William Whipple Four Tons of Gun powder (Cannon powder if you have it) for the Use of the Continental Frigate *Raleigh* built in New Hampshire – if he should apply for the same.

By order of the Commee　　We are sir [&c.]
Robt Morris chairman

[1] John Langdon Papers, HSP.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Tuesday 20th August 1776.

Ordered that the keeper of the Public Store deliver unto Capt George Muter for the use of the *Hero* Galley twenty nine Yards Checks, two pieces of Oznabrigs, forty pair of Shoes two pounds of Course thread three ps of Canvas and five Pounds of sewing Twine. –

Ordered that Colo William Finnie deliver unto Capt George Muter twenty Flannell Jacketts one Barrl of Peas, and one Barrell of Oatmeal for the use of the *Hero* Galley. –

Ordered that a Warrant Issue to John Gillam for six pounds five shillings for ten day's Boat hire for the use of the *Hero* Galley. –

Ordered that a Warrant Issue to John Clarkson for the use of Cornelius Deforrest for Forty five Pounds, fifteen shillings and two pence for Bread furnished Capt Thomas Lilly for the use of the Brig *Liberty*. –

Ordered that a Warrant Issue to John Hatley Norton for forty three pounds seventeen shillings & six pence for Rum furnished Capt William Mitchell for the use of his Company of Marines. –

Ordered that a Warrant Issue to John Hatley Norton for One hundred and twenty pounds nine shillings and nine pence for Rum and Whiskey furnished Capt [Thomas] Lilly for the use of the Brig *Liberty*. – Also for Nineteen pounds eleven shillings and six pence for Whiskey furnished Capt [John] Calvert for the use of the *Norfolk Revenge* Galley.

Ordered that the keeper of the Public Store deliver unto Doctor Pell four pounds of Bark for the use of the *Norfolk Revenge* Galley.

[1] Navy Board Journal, 41–43, VSL.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY [1]

[Williamsburg] Tuesday, August the 20th 1776.

Mr William Armistead having signified to this Board in writing his resignation of the appointment as one of the Judges of the Court of Admiralty, Resolved that Bernard Moore Esquire be appointed a Judge of the said Court in the room of Mr Armistead. Mr Moore appeared, and qualified accordingly, by taking the Oath of Office.

A Permit was issued for the Schooner *Patsey* Captain James Gorton, of the Burthen of thirty Tons having on Board eight hogsheads of Tobacco, seventy five Barrels of Flour, and twenty thousand Shingles to trade at the Island of Hispaniola or other port allowed of by Congress, the master having entered into Bond with approved Security, according to Law, which is ordered to be recorded.

On the recommendation of the Naval Board Resolved that Mr Daniel Rotes Hall be appointed first Lieutenant of the Schooner *Speedwell*, commanded by Captain Cooke, and a Commission was issued accordingly dated this day.

[1] McIlwaine, ed., *Journals of the Virginia Council*, I, 122, 124, 125.

VIRGINIA NAVY BOARD TO THOROUGHGOOD SMITH [1]

Sir Williamsburg August 20th 1776 –

Yours of 14th Inst. we have receiv'd and have referr'd to your Contract [wi]th the Committee of Safety, where we find you are particularly entered as [ha]ving contracted to furnish the Marine department on the Eastern Shore with Provisions at seven pence half penny P Ration and as pay Master to the Seamen and Marines in the same department for which you are also to receive after the rate of £25. .–. .– P Annum P this Contract we consider ourselves as having no Power to alter (untill the Vessels proceed on a cruize) and from time to time shall readily furnish you with such sums of Money as [may] be necessary for carrying it into execution, we have by Major [James] Innis sent you two hundred Pounds which we hope may suffice for the present, and in future when you find it necessary to apply to us for Money, be pleas'd to mention the Sum and the service its for. We have also sent you by the same hands Three hundred pounds which we desire you'll take the first opportunity to lay out to the best advantage in the purchase of Salt for the use of the Navy it being an Article that will probably be procured much cheaper on your Shore than on this. For this trouble we shall think you intitled to some reasonable advance. I am By order of the Board [&c.]

Tho^s Whiting 1st Comr

To Mr Thoroughgood Smith
on the Eastern Shore

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[1] Navy Board Letter Book, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN GEORGE MUTER, VIRGINIA GALLEY *Hero* [1]

Sir Williamsburg August 20th 1776 –

You are to proceed to Portsmouth and fitt your Vessel in a proper Manner for cruising, when ready go to the Capes and cruize there abouts using your best endeavours to annoy the Enemy and to protect any friendly Vessel coming in conveying them to some place of safety within the Capes observing to keep your Vessel clean and in good order informing us of any occurrence that may happen worth communicating.

By order of the Naval Board
Thomas Whiting 1st Commr

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[1] Navy Board Letter Book, VSL.

21 Aug.

VERDICT AND DECREE IN THE CASE OF THE PRIZE BRIGANTINE *Elizabeth* [1]

Colony of New Hampshire Rockingham ss } At a Court Maritime held before the Honble Joshua Brackett Esqr at Portsmouth in the County of Rockingham for the Colony of New Hampshire on the twenty first Day of August Anno Domini 1776 –

The Information and Libel of Joshua Wentworth of Portsmouth in the County of Rockingham in the Colony aforesaid Esqr for and in behalf of the united American Colonies and also in behalf of the Officers Marines and Mariners of the three continental armed Vessels named *Hancock, Lee* and *Lynch* against the Brigantine named the *Elizabeth* her Cargo and Appurtenances being of the Burthen of about one hundred and forty tons commanded by Peter Ramsey – the Libellant in behalf of said Colonies and of the Officers Marines and Mariners of said three armed Vessels Sheweth that John Manly Commander of the said continental armed Vessel named *Hancock,* Daniel Waters Commander of the said Continental armed Vessel named *Lee* & John Ayres Commander of the said Continental armed Vessel named *Lynch* with the Officers Marines and Mariners of said three armed Vessels did on or about the third Day of April A.D. 1776 (said three armed Vessels being then in the Service of the united Colonies) seize & retake, upon the high Seas and bring into the port of Piscataqua in said County the said Brigantine of about one hundred and forty tons Burthen then commanded by Peter Ramsey – which Brigantine at the time of the Recapture thereof, was in the Possession of the Enemy & had been taken from Richard Hart of said Portsmouth Mercht late Owner thereof by some armed Vessel belonging to the fleet employed against the united Colonies and detained in their possession more than ninety six hours then next preceeding the time of her being retaken as aforesaid, Which same Brigantine at the time of the recapture thereof had on board a Cargo consisting of divers Good Wares & Merchandizes together with four Negroes – which Cargo She was then carrying to the fleet and Army employd against the united Colonies – By means whereof by the Law of said Colony in such case made and provided the said Brigantine her Cargo and Appurtenances ought to be condemned – Wherefor the Libellant in manner aforesaid prays Process against the Premises and that the same may be condemned and disposed of as the Law directs – William Jackson Wm and Jas Jackson, Samuel Austin, John Leverett, Robert Ruggles Samuel Dashwood, Cyrus Baldwin, Edward Keighly, Thomas Drowne, Samuel Whitwell, Adam Rupp, Richard Newton, Samuel Parkman, John Barrett and sons, Jona Williams, John Rowe, William Breck, Abigail Berry, William Burke, Francis Shaw – Saml Ruggles, John Lowell Warden of old North, Benja Austin Mary Williams Nathan Frazier, Samuel Patridge James Jackson & Richard Hart also at the same time, put in their several Claims to said Brigt and part of her Cargo (as on file [)]. Whereupon after a full hearing of the parties by their Counsel learned in the Law, together with their respective evidences, the case was committed to a Jury duly sworn to try the same according to Law and Evidence – who return their verdict and say – "That the said Brigantine at the time of her being so taken had not before been made a Lawful prize of by the enemy, neither was she at that time carrying her cargo to and for the use of the fleet and Army employed against the united Colonies, & that the several claimants that have filed their claims in this Court for part of her Cargo, ought to have the same restored to them and that Capt Burk properly belonged to the fleet at the time of her being taken and that the Jury had no evidence respecting the Goods that were not claimed."

All which, being seen and understood by the Court it is considered and decreed by the Court that the said Brigt and so much of her Cargo, claimed by the several claimants as is mentioned in their claims on file be restored to them according to their respective claims, and that the claimants recover their legal Costs of Court from which decree and sentence of the Court the said Joshua Wentworth Esqr in behalf of the united Colonies and Captors pray'd an appeal to the American Congress – which is granted Him – he giving security to prosecute the same with Effect according to Law. [2]

Joshua Brackett Judge

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1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.
2. See Wentworth to Charles Thompson, Secretary of the Continental Congress, August 31, 1776.

Bill of Costs for the Trial of Prize Brigantine *Elizabeth* [1]

Colony of N:Hampshire Rockingham ss } at a Court Maritime held at Portsmo[uth] the 21st day of August 1776 –

Joshua Wentworth Esqr Agent for the Continent & Captors against the Brigantine *Elizabeth* her Cargo &c

Libel & Advocates fee	£ .12..0
Allowing Libel Judge 4/ Register 2/	..6..0
Town Clerk	..7..3
Constable warning Meeting Jurors ring[in]g Bell 2 Days &c	.12..0
Writing Advertizt	..4..0
Printing ditto in *freemans Journal*	.10 –
Cryer 1/ Marshal 3/ Venires 3/	..7 –
Register for 3 Adjourmts	..3 –
Register for filing 30 Claims a 2/	3..0 –
Judge for Allowing ditto a 3/	4.10 –
Sumon[in]g 3 Witnesses	..6 –
12 Witnesses 2 Days attendance	1.16 –
Jurys fee	.16..9
Decree 10/ Register 6/	.16 –
filing Papers & Taxing Costs	..2..0
Appeal to Judge 8/ Clerk 4/	.12..0
Alowd	£ 15..0..–

Joshua Brackett Judge

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1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.

Journal of the Massachusetts Council [1]

[Watertown] Wednesday Augst 21st 1776

Petition of Henry Bass in behalf of Himself Capt John Bradford, Thomas & Jonathan Harris, Nathl Waterman & Others, living in Boston, Owners of the

Privateer Schooner Call'd the *Boston,* of Fifty Tons burthen, Mounting four double Fortified three Pounders, four Two pounders and twelve Swivels, Three Hundred & Fifty pounds of Powder, & Fifty Men, Victualed with Twenty five Barrels Pork & Beef, Bread Rice &c &c —

That your Honors would be pleased to grant Commissions for said schoonr & Capt Silas Atkins Junr as Commander, John Atwood Esqr as [*sic* of] Eastham first Lieutent & Reuben Higgens, as Second Lieutt to Cruize against the Enemies of the States of America your Petitioner in Duty bound Shall ever pray –

Henry Bass

Read & Ordered that the above Named Silas Atkins be Comissionated as Commander of Said Schooner *Boston,* he Complying with the Orders of Congress – [2]

Petition of Hugh Munro, George Campbell &c &c in behalf of Themselves and Wives &c Humbly Sheweth –

That your Petitioners left the Granada on the Ninth day of July last in the *Earl of Errol* in Order to proceed to London, to which Port they were bound, that in the Lattde of 33½ on the Twenty fourth of said Month they were taken by Two Ships belonging to Gentlemen in New York and brought into the Harbour of Boston – That Notwithstanding the Indulgence and good Usage they have received since their Capture and the great Lenity shewn to them on their arrival here, They Beg leave to request of the Honble Council to take into Consideration, that being Passengers only on their way Home, some for Health, and Others going to their Families they cannot but Labour under many Inconveniences – unavoidably to the Situation they are in –

That sensible how ready the Gentlemen of the Council of this State have Allways been, to Alleviate as much as Possible Distress of this kin[d] They hope that the same Favour that has been so Obligingly Granted to Others, will not be withheld from them –

They therefore take the Liberty to Inform the Honble Council that in Consequence of the permission given to Mr Ross (a Gentleman in Similar Circumstanses with themselves) He has now purchased a Ship to proceed to Europe on the Terms allowed him, that this would be an Opportunity to your Petitioners of the Utmost Importance to them, as it is hard to Say when another of the Kind might happen, Shou'd they be so unfortunate as to be refused this —

On that account they presume, to Solicit your leave to be Included on this Occasion, Which if Granted, will do as much Honor, to your Humanity as it will be doing favour to them –

And Your Petitioners as in Duty bound will ever pray &c —

Read & Ordered, That Thomas Cushing & Moses Gill Esqrs be a Comittee to enquire into the Facts of said Petition & Report — Who reported Accordingly as follows, That the said Hugh Monro, & his Servant a black Woman & a Boy, George Campbell and a Boy – John Bartlett & a White Boy and Girl, & John Grant and White Servant be and they hereby are permitted to depart from this State to any part of Great Britain in the Same Vessel with William Ross who was permitted to depart from this State the seventh Instt

Ordered that Mr William Ross & Nathaniel Morgan who were permitted by an Order of this Board Seventh Instt to depart from this State, to any part of Great Britain, any time after the first of September next, be not permitted to depart untill the further Order of this Board, the foregoing Order Notwithstanding, & that the Secretary be and hereby is directed to serve them with a Copy of this Order also the Committee of Correspondence, Inspection & Safety of the Town of Boston

This Board having been Informed that an Expedition is Intended Against Newfound Land & that a few Privateers are fitting out for that purpose to Annoy Our Enemies on that Coast and Judging it May prove Abortive Unless a larger Force, then are Intended, be sent —

Thereupon Ordered, That James Bowdoin, Thomas Cushing, Moses Gill & Benja Austin Esqrs be a Comitee to confer with those who are fitting out Armed Vessels for the purpose aforesaid, and Inform them that imediate Orders will be given to all the Commanders of Armed Vessels belonging to this State to Join them in this Expedition, and that they tarry till such a Force can be Collected together, as thereby may more effectually answer the Purpose of Harrassing Our Enemies and Destroying their Fishery —

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1. Mass. Arch., vol. 19, 180, 183.
2. *Ibid.*, also on this date Wyatt Barlow was commissioned to command the privateer sloop *Warren* owned by Lemuel Williams and Leonard Jarvis of Dartmouth.

Journal of the Massachusetts Sloop *Tyrannicide*, Captain John Fisk [1]

Remarks on Wedensday 21st of August 1776

2 [A. M.] This day our people Complaind that they Could not live on the Allowance I Give them as the rice and molases is gone I Orderd the Steward to give ¼th more beaf or po[rk]

7 Saw a sail barring south gave Chaise

11 Come up with the Chaise very little she is a great distance off we take her to be a small vesel a Cruzer by her sailing

12 Cloudy weather

Lattd in 34d 14m Longd in 60d 56m

1 [P. M.] The Chaise a great way ahead we take her to be a schooner we come up with her a very little at 2 P M gave over Chaise it Carried us so far to the southward

10 Calm

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1. John Fisk Journal, AAS.

Journal of the Rhode Island Sloop *Independence*, Captain Jabez Whipple [1]

Remarks On Wensday August 21, 1776

Saw a Brigg to Winderd Runing Down Sat Closte on Board Before Desecoverd Brought hir Tew Came undere Our

Starne halve From Antego Bound to London Took hir in Persheshon Capt John Lightbourn Came on Bord Brought hire Papers Brigg Name *Fanny*

Good observation

Lattd Ob 33.48 Londg in 60.1

The First Part Pleasant Large Sea

at 6 putt Capt Edwmon on Bord the Prise Brigg as prise master and Took Persheson of hir [2]

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1. *Independence* Journal, RIHS.
2. Whipple placed a copy of his commission in the hands of the prize master, and endorsed it: "the a Bove and foregoing is a true Coppy of my Commission Sined Over to Charles Edmondson who is to take the Command of the Brig *fanny* Sined Over this 21st Day of August 1776 By Jabez Whipple Captain of the sloop Called the *Independence*," Admiralty Papers, vol 9, 1776, R. I. Arch. Appended to the end of the *Independence* journal was a sheet endorsed by Whipple, "Sunderys Things on Bord Brigtine *Fanney* John Lightbourn Master." It continued: "Clered out from Antegua Bound for London To Say one Hundered and Twenty one Hogsheads and Three Terces Brown Sugar Conta[ining] one Hundered and Twentey Tow Thousand Five hundered Pounds Reced on Bord for Stores Tow Hogsheads Rum also Five Barrils Train oil InPorted in Said Vessel and never Landead heire as Pr Clereance."

Owners of the Rhode Island Sloop *America* to Captain Nathaniel Packard [1]

Sr Providence Augst 21,1776

You being Master of Our Sloop *America* bound for St aCroix with a Letter of Mark – Our Orders are that you Imbrace every favourable Wind to gain your Passage and when You Arrive to Dispose of your Cargo to the best Advantage for our Interest, and layout all the neet proceeds, in the following Articles viz in Good rum, Ten or Twelve Good 4 lb Cannon, (if 4 lb Cannon cannot be got, get 6 lb ones) Gun Powder some Swivels Stuff for light sails, Duffells, Blankets or indeed, Any Such Other Articles as You think the most Condusive to our Advantage – And then proceed Home with all Dispach in the Most safest Manner You Can, Provided Nevertheless, Incase you Should fall in with Any Valuable Vessel belonging to Any place under the Protection & Or Goverment of the King of Grait Britain, or that May be going to supply the Army of the sd King now Acting Agst these American States wch You May Judge to be a Clear prize According to the Resolves of Congress, You have Liberty if you Cant get her into this port or some Other safe place with out to give up your Own Vessel to the Officers & people of sd Prize, taking Special Care not to Make Such A swap for any but would Certainly be a prize & of much more Value to us your owners than your Present Vessel & Cargo

You May Also if Oppoty Serves at St Croix Swap away your Vessel for a Prime sailing Bardmuean [Bermudian] Vessel wch Maybe Suteable for a Priveteer provided you Can Make the Value of your Sloop a Good Bargain, and that the Overplus, or Difference in the Value of the Vessels Can be paid by your Draft on Us to be pd on as long Sight as you Can get for wch you have our Letter of Credit, As we would not have the Cargo Apply'd that way, but to be laid out as aforesd & in Case such a Swap Can be Affected, the Neet proceeds of your Cargo laid out in Rum &c as aforesd is to be ship'd on bord, the Vessel Swaped for, with what fiting & Men you Can get without Much Expense, to proceed home takeing all the Prizes you Can Coming Your Shears, or right of Interest in Any Prizes taken, as Also Your people is to be Settled According to Other Letters of Mark Sent out from this Place – Your Commisn for Selg the Cargo is to be 5 pCt & 2½ for Returns – N B. It is our [illegible] Meaning and Intentions That in Case You should have an Oppoty to take Any Prize That you should think of Giving up Your Sloop for to the Prisoners You Are to have the Value of your Sloop & Cargo, or what ever you del[ive]r up to be first deducted out of the Prize before Division for the Benefeit of yr Owners, & the remdr to be Divided between Your self & Co, & Owners According to Custom of Leters of Mark as afore said –

[Endorsed] Providence 21 Augt 1776 I acknowledge the afore written to be the true Copy of Orders given me by the Owners of the Sloop *America,* myself Master Nath^l Packard

1. Nicholas Brown Papers, JCBL. Owners of the *America* were Joseph and William Russell, Ambrose Page, and Nicholas Brown, all of Providence.

OWNERS OF THE RHODE ISLAND PRIVATEER SLOOP *Diamond* TO CAPTAIN THOMAS STACY [1]

Sir Providence August 21: 1776

your being Commander of the priveteer Sloop *Diamond* our orders and Instructions are that you proceed on a Crews a gainst all Vessels and property belon[g]ing to any and all persons living at aney place under the dominions of the king of Grait Britton or any Vessells and Cargos What. Ever Which you may find bound to or from the Aiding or in Aney manner supplying the Fleet or army Imployed against the United States and that you Send all prizes you may take to this place Under good Commander according to the Value of Such prizes and that the prize Masters Be Verbly orderd to fall in on the Back of Nantucket or the Vinyards and their go on Shore with his boat if in Want of a pilote and to Come in Between Nantucket & the Vinyard as Being much the savest way and then to proceed to Boazards Bay by Going Through Wood hole or holes & proceed to Bedford or directly hear If he Should have Good Intilleigence of our Coast being Clear or otherwise to send Express as soon as possable advising us of every Circumstance of Said prizes You are first to Crews on the Bermudos Stations till you may have Reasons [to] think the West India Vessels air Gone by then to proceed of[f] & about Newfoun'dland [after] Fishing Vissels and not to Return home till you have disposed of all the men you Can Spair on Board of prizes or not till your Crews is Exspired paying – dew attention to Recrute your provissions and stores by every Opporty out of all the Prizes you may take or Other wise by purchase & Drawing on us for the same and you have Liberty in Case you should not finish your Crews sooner to go of[f] Cannedy River about the Strats of Bellile or of[f] hallifax we advise you Declining to Consort with aney if it Can be Conveneuetly Avoyded – But if Cannot be well avoyded to a gree to Sheer according to Wright of your Thot We Rucomend your utermost Indeavaur to keep Good orders harmony and Unemeinty [*sic*] on board During your Whole Crews – If it Should so happen that you Should be So fortunait as to fall in with some Valuable Vessell & Cargo after a Clear prize you have Sent of[f] all the Hands you Can Spair You have Liberty to take out your guns and from your Sloop & Deliver her to the priseners And Come home on the prize.

Owners John Brown – William Chase – Lemuell Wyatt –

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1. Nicholas Brown Papers, JCBL.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY [1]

[Lebanon] August 21st, 1776.

Voted to appoint Mr. Bela Elderkin of Windham, and he is hereby appointed, Second Lieutenant of Marines on board the ship of war belonging to this State.[2]

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1. Hoadly, ed., *Connecticut Records,* XV, 508.
2. The Connecticut ship *Oliver Cromwell.*

"EXTRACT OF A LETTER FROM AN OFFICER ON BOARD THE *Royal Savage,* IN LAKE CHAMPLAIN, DATED AUGUST 21, 1776." [1]

To-morrow (wind and weather permitting) we sail towards St. John's, where we must soon expect to come to action. Our fleet consists of 1 sloop, 3 schooners, 4 galleys, and 7 gondaloes, the whole well officered and manned, and under command of General Arnold. If we meet the enemy, doubt not but we shall support our charge.

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1. *Pennsylvania Gazette,* September 4, 1776.

COLONEL JOSEPH REED TO MAJOR GENERAL WILLIAM HEATH [1]

Head Quarters New York
Aug. 21 1776

Sir

The Captains of the Row Gallies having much resented the Suspicions formed of them for their Behaviour up the River as well as when the Men of War passed this Place intimated to the General that they supposed the Situation of the Times would not admit of a Trial or they should call for one. The General has thought proper to take them at their Offer & ordered a Court of Inquiry to sit next Friday – As you seemed to be of Opinion there was a Failure of Duty when they went up last Week, the General desires you would collect such Evidence of their Behaviour as you think will put the Matter in the proper Light & send the Witnesses down here by that Day at 10 oClock. – As Genl [Thomas] Mifflin seems to have been particularly attentive to their Behaviour the General thinks his Testimony may be of Service & would have him attend if he can be spared –

We have nothing new – the Troops continue embarking – but have not yet landed – I am Sir [&c.]

Jos: Reed

1. Heath Papers, MassHS.

Diary of Ensign Caleb Clap [1]

[New York, August 21]

A flag of truce come from the Enemy the 20 Instant the 21 General Washington sent A flag in, and at Evening the General sent the Brigadds to prepare themselvs for an Attack for undoubtedly the Enemy was Embark'd, that we may depend on their coming out this evening or tomorrow Morning

We Learn by authority that the enemy only wait for wind and tide, that they are in readiness for an attack have Embarkd suppose to attack Long Island Powls Hook and the Jerseys, their number imputed to 35 thousand, although it seems incredible, the information we suppose comes from a Spie that we have among them, this information came from the Island the 21st Instant, the manner I cannot describe but no doubt very Privatly some way or other

we learn that the Enemy are very sickly and no doubt it may Prove true, as they have very Little but salt Provisions

[1] "Caleb Clap Diary," *The Historical Magazine*, 3rd series, III, 250.

Constitutional Gazette, Wednesday, August 21, 1776

New-York, August 21.

For some days past, the British army on Staten Island, have been embarking on board the transports; so that we expect their whole force before this city every tide. We hope to give them a reception, worthy the free born sons of America, and may every freemen of America make this his Toast, That New York is now an assylum for American Liberty.

Yesterday a number of the ministerial fleet left their station at Staten-Island, and went through the Narrows; it is supposed they mean to land part of their troops on Long-Island.

Lieutenant Elias Baldwin to Solomon Porter, Danbury Merchant [1]

[Extract] New York Augt. 21, 1776

We are in great Expectation of an Attack this Day. A Spy went over I hear from Amboy some days since Returned Yesterday – says they were to make the attack this day, in 3 places, on long Island – at Amboy – & North of the City from the North River Perhaps their sails being very wet from the Shower last Evening & the wind a head this morning may prevent the Attack this Day. The Army Numerous, tho' how numerous I cant learn & In high spirits. That I doubt whether we shall ever be better prepared for them than now. The Connecticut Militia are mostly arrived. Some Troops have come in from the Southward how many cant learn. – Sickness I believe abates in the Army since the Rains – of which there hath been great Plenty this way. But I can't tell with much Certainty. –

3 oClock afternoon.

About one all the Militia from Connecticut paraded together 12 or 13 Regiments amounting probably to between 5 & 6000 Men – the greatest Number [of] Men under Arms that ever I saw were vie[wed] by General Washington & most of the other General Officers. The Colonels are to wait upon the Generals at 5 to receive more particular ord[ers]. Tis Reported the Enemy have landed at the sout[h]ern Extremity of long Island. I saw several fires In that part of the Island – w[hich] tis conjectured are the Inhabitants burning their hay – Grain &c to prevent th[e] Enemy's receiving benefit therefrom. Tis not Improbable some attack may be made on the Morrow – The Critical Moment probably is not far of[f]. – May God preserve us & give such sucess as shall effectually secure our dear previleges – that we may be a free people as long as the sun & moon shall endure – All seem to be in high spirits . . .

1. Baldwin Family Papers, YUL.

Journal of the Continental Congress [1]

[Philadelphia] Wednesday, August 21, 1776

A letter to the Committee of Secret Correspondence was laid before Congress and read.

Resolved, That a committee of three be appointed to revise the resolutions of Congress, respecting the place where prizes are to be carried into, and to bring in such farther resolutions as to them shall seem proper:

The members chosen, Mr. [Thomas] Jefferson, Mr. [Robert] Morris, and Mr. J[ohn] Adams.

1. Ford, ed., *JCC,* V, 692, 694.

John Adams to James Warren [1]

[Extract] Philadelphia, August 21, 1776

The success of your Privateers is incouraging. I lament with you the Languor and Inattention to the Fleet. I wish I could explain to you my Sentiments upon this Subject, but I will not. I am determined you shall come here, and see, and hear, and feel for yourself, and that Major [Joseph] Hawley and Some others shall do the same. I must not write Strictures upon Characters. I set all Mankind a Swearing if I do. I must not point out to you, not even to you, the Causes of the Losses, Disgraces, and Misfortunes, that befall you. I make the Faces of my best Friends a mile long if I do. What then shall I do? Just what I have long Since determined, go home, and let two or three of you come here and fret yourselves, as long as I have done, untill you shall acknowledge that I had Reason.

There is a Marine Committee, who have the Care of every Thing relating to the Navy. Hopkins and his Captains, Saltonstall, and Whipple, have been summoned here, and here they have lingered and their ships laid idle. I cannot, I will not explain this Business to you; because if I should, it would get into a News Paper, I suppose. You must come and see.

We suffer inexpressibly for Want of Men of Business. – Men acquainted with War by Sea and Land, Men who have no Pleasure but in Business. You have them, send them along.

Have you got Boston Harbour sufficiently fortified? If not take no Rest until it is done. [William] Howe must have Winter Quarters, somewhere. If he can't obtain them at New York, he must attempt them at the Southward or Northward, it will be your Fault, if you are not prepared for him in the North. . . .

1. *Warren-Adams Letters,* I 270–72.

Caesar Rodney to Thomas Rodney [1]

[Extract] Philadelphia, August 21, 1776.

P.S. One [William] Woodcock, at Wilmington, has been speaking to me about a privateer he was applied to to build by Captain [Charles] Pope. He says he has a parcel of carpenters sent to him and cannot go on for want of the iron-work, rum, &c. Some person among you ought to go immediately and enter into a contract with him and find the means of supplying him.

1. Ryden, ed., *Letters to and from Caesar Rodney,* 104–05.

"Extract of a letter from Philadelphia, dated 21st of August." [1]

I have a letter from Statia, dated August 3d, which says, a French frigate arrived at Martinico last Sunday, from old France, with dispatches as late as the 22d of June, to the Governors and Commanders in Chief of all the French Islands, to put themselves in the best state of defence, and to aid, assist and protect, all American vessels that might put into their ports, as far as possible.

1. *New-York Journal,* August 29, 1776.

Journal of the Pennsylvania Council of Safety [1]

In Council of Safety,
[Philadelphia] August 21, 1776.

A Petition from Joseph Greenway, third Lieut. of the Ship *Montgomery,* in the service of this State, was laid before the Board, praying that he may have leave to resign his Commission, as he has an opportunity of serving his Country in a more essential manner than he is now able to do, which request was granted, and he is discharged from the Service aforesaid.

1. *Pennsylvania Colonial Records,* X, 694.

Thomas Jones to the Maryland Council of Safety [1]

Virginia Northumberld County August 21st 1776

Gentlemen I have delivered to Mr Thos Walker at the request of Captn

Nicholson, four hundred & thirty two half barrels of Gun-Powder, Eighteen Chests of Arms, four loose Muskets, and Twenty peices of Oznabrigs, Mr Walker tells me he received only 431 half barrels of Powder, the Persons I entrusted to deliver it, are certain they delivered the whole quantity. I hope it will be found right. – Assoon as I was informed by Captn [Thomas] Conway of his arrival,[2] and that the Powder &c was landed, & stored not more than two Miles from navigation in the lower end of the County, I thought it by no means a safe place for so valuable Cargoe, especially as Lord Dunmores Fleet was lying at no great distance from it, therefore I directed it to be carted about 12 or 14 Miles higher up the County, where it might be more immediately under my own inspection, this, together with the necessity of keeping a constant guard, has occasioned a considerable expence, but not more I hope than will be thought requisite. The several accounts were lay'd before the Committie, who regulated them as they thought proper, except some few, which I made a particular agreement for.—You may be assured Gent. that I have acted as if it had been upon my own account, and the trouble I have been at, you are exceedingly welcome to. I think myself happy in having had it in my power to serve the Province of Maryland, particularly on so interesting an occasion.

Tho^{s} Jones

P. S. There is a ballance still due to the Colony of Virga of £3..18..2 which Captn Walker has promised to pay. I am with regard Gent: [&c.]

[1] Red Book, XV, Md. Arch.

[2] With the powder and arms in the brig *Molly*.

Journal of the Virginia Navy Board [1]

[Williamsburg] Wednesday 21st August 1776. –

Ordered that a Warrant Issue to John Draper for Eight pounds ten shillings for nails furnished for the use of the Brig *Liberty* Capt [Thomas] Lilly. – Also for Five Pounds twelve shillings and nine pence for Reparing Pistols and for Langrage and Shott furnished for the use of the *Norfolk Revenge* Galley: –

[1] Navy Board Journal, 43–44, VSL.

Journal of the Virginia Council of Safety [1]

[Williamsburg] Wednesday August 21st 1776

Captain William Deane of the Schooner *Revenge* and Aron Jeffrys first Lieutenant of the said Schooner appeared were sworne, and received Commissions dated this day.

Ordered that a Warrant issue to Captain William Deane for sixty six pounds five shillings for eighty days service to the 23d of July as an Engineer also for rations and Forage the above time and for sundrys furnished the schooner *revenge*.

It appearing that James Mahony a Seaman taken on board the Vessell of Bartlett Goodrich, hath during the time of his imprisonment always professed himself a friend to this Commonwealth, expressing a Willingness to serve the same, and his behaviour appearing to be such as corresponds with his professions and very sufficient to remove all suspicions from his being on board the said Vessell, and in the opinion of the Board he may be serviceable to this Commonwealth as a Seaman Resolved that the said Mahony be discharged from his Confinement and permitted to pass where he thinks proper to look for employment, Whereupon the said Mahony voluntarily offered to take the Oath prescribed by the Convention to be taken by suspected persons, which was accordingly administered to him.[2]

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1. McIlwaine, ed., *Journals of the Virginia Council,* I, 127, 128.
2. See Journal of Council of Safety, July 23, 24, 1776. Volume 5, 1208, 1221.

TRIAL AND CONDEMNATION IN VIRGINIA ADMIRALTY COURT OF THE PRIZE SLOOP *Vulcan*[1]

At a Court of Admiralty held at the Capitol in the City of William[s]burg the 19th Day of August 1776

Present
William Holt and George Seaton Esquires two of
the Judges of the said Court

The Court was opened, and the Libillant Joyne having giving Bond for Costs. The Marshall returned the Citation issued out of this Court against the Sloop *Vulcan* and Cargo Executed. Whereupon Bartlet Williams Esquire Advocate exhibited a Libel in the following Words – Before you William Holt and George Seaton Esquires Judges of the Court of Admiralty of the Commonwealth of Virginia. Come Leven Joyne who Prosecuted as well for himself as for Thomas Teackle and the Company under his Command and gives the Court here[with] to understand and be informed that on the Twelfth Day of July last past on the high Seas and within the jurisdiction of this Court. He seized and made Prize of the Sloop *Vulcan* near the Shore of this Commonwealth then in Possession of James Parker and James Ingram with her Guns Rigging Apparel Tackle and furniture together with two Negro Slaves named Glasgois and Fanny Sparrow the property of James Ingram, and a Considerable Cargo of Goods Wares and Merchandize to the Value of two Thousand Pounds Sterling of the Growth Produce and Manufacture of Great Britain, Ireland and the West Indies, and imported contrary to the terms of the Continental Association And the said Libillant on behalf of himself, Thomas Teackle, and his Company aforesaid gives the Court to know and be informed that the Vessel Cargo & Slaves aforesaid belonged to and were the Property of the Enemies of the United Colonies of America and that the said Sloop was at that time employed and carrying the said Goods and Supplies to the Enemies of America then carrying on a Piratical War against this Commonwealth, whereby and by force of the several Resolutions of the General Congress and Ordinances and Resolutions of the Convention of this Commonwealth the said Vessell together with her Rigging, Guns, Tackle and Apparel together with the Slaves and Cargo aforesaid are become forfeited to the Libellant and his said Company to be divided among them pursuant to the Resolutions of the said General Congress and the Libellant prays the Judgment of this Court in the Premises. Proclamation being made as the manner is and no Person appearing to Claim the said Sloop *Vulcan* and Cargo or the Slaves aforesaid, The Court adjourned till Tomorrow Twelve O'Clock

W Russell Cle[rk]

Tuesday the 20th August 1776

Present

William Holt, George Seaton, & Bernard Moore Esquires Judges
The Court was opened and Proclamation again made against the Sloop *Vulcan* and Cargo, and no Person appearing to claim the same or the Slaves aforesaid. The Court adjourned till Tomorrow Morning ten O'Clock

W Russell Cl

Wednesday the 21st August 1776

Present

The same Judges as Yesterday

The Court was opened and Proclamation being made a third time against the Sloop *Vulcan* and no Person appearing to Claim the same or the Cargo and Slaves aforesaid, the Libel was by Order of the Court taken for Confessed and a Jury impanneled to try the Charge to wit. James Geddy, John Mayo Henry Field, Joseph Hawkins, Robert Anderson, Robert Nicolson, Edward Charleton, John Carter, John Halley Norton, James Craig, Humphry Harwood and William Pearson who being duly sworn on hearing the Testimony of Sundry Witnesses went out of Court and after deliberating on the matter – returned with their Verdict in these Words. "We of the Jury find the within Vessel, Cargo, Slaves, Appurtenances &c a Lawful Prize.["] Whereupon it is Decreed and Adjudged by the Court that the said Sloop *Vulcan* with her Rigging, Tackle Apparel Furniture and Cargo and the Slaves aforesaid be Condemned and forfeited – And all Charges which may attend the Capture and Trial of the said Vessel being first paid out of the Money arising from the sale thereof, that the remainder be equally divided among all those who have been actually engaged in takeing said Prize according to the Proportions – settled by order of General Congress Ordered, That Isaac Smith, Thoroughgood Smith, George Hack, William Seymour and Abraham Outten, or any three of them being first Sworn before a Justice of the Peace for that purpose do Appraise in Current Money the Sloop *Vulcan* with all her appurtenances and the Cargo and Slaves aforesaid and make a return of the Appraisement to this Court. That the Marshall make Sale thereof (after notice duly given) at Publick Auction and return the appraisement together with the Account of Sales to the Court on the twenty fifth day of September next. –

Ordered That Thomas Teackle, John Darby and Henry Lewis be allowed each for three days attendance on this Court Travelling eighty Miles with Ferriages across the Bay as Witnesses for Leven Joyne and others against the Sloop *Vulcan*

Ordered That the Court be adjourned till the Twenty fifth Day of September next [2]

W Russell Cle

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1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.
2. The case of the *Vulcan* generated lengthy litigation. John Lyon and John Kellum claimed to be the real captors. James Ingram of Norfolk, owner of the *Vulcan,* claimed that necessity forced him to join Dunmore. He contended that the sloop never carried "Supplies to the Ministerial Army," and could not be taken as a legal prize. The Virginia Admiralty Court denied Ingram's claim, and he appealed to the Continental Congress. On January 24, 1777 Congress reversed the decision of the Virginia court, *ibid.*

GOVERNOR PATRICK TONYN TO LORD GEORGE GERMAIN [1]

No 21

My Lord;

The unlucky turn the naval operations took at Charlestown makes a very considerable change in the situation of affairs in this Province.

It was thought expedient for the benefit of this Province to summon the Inhabitants to meet me at the Statehouse yesterday morning.

After mentioning a few outlines of the present situation of public Affairs, and recommending a manly spirit to be exerted in defence of the Province, and that it was the duty of every man in these bad times to shew his loyalty and allegiance to the best of Kings, and his duty and affection to the british Constitution; I proposed to them to be embodied into a Battalion of Militia. I have the satisfaction to inform your Lordship, that the whole joyfully consented without a dissenting voice, they testified their readiness to comply with whatever I thought fitest for them, and would go wherever I should lead them in defence of the Province.

I then declared Lieutenant Governor [John] Moultrie to be their Colonel, Robert Bisset Esqr Lieutenant Colonel, and Benjamin Dodd Esqr Major, which gave general satisfaction.

The Companies are to be composed of a Captain, a Lieutenant, two Serjeants, two Corporals, and twenty five private Sentrys.

Two Companies of the Battalion will be raised at Saint John River. I expect four here. I fear by what Colonel Bisset mentions, we cannot venture to raise at Doctor Turnbull's Settlement more than one Company, but in the other Settlements in these parts, we shall be able to raise four black Companies, to which must be given double or treble white Officers, in proportion to the Officers of the white Companies.

If these measures meet your Lordships approbation, I shall be happy. I have the honour to be with the greatest respect [&c.]

Pat. Tonyn

St. Augustine 21. August 76

[Endorsed] St. Augustine 21 Augt 1776 Govr Tonyn R. 19th Decr 1776. (No 21)

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1. PRO, Colonial Office, 5/556, 743–46.

22 Aug.

ORDER OF THE MASSACHUSETTS COUNCIL [1]

State of Massachusetts Bay
In Council [Watertown] Augt 22d 1776.

Ordered, that the Resolve of the Honble Congress of the 3d of April last, Respecting persons Applying for Commissions or Letters or Marque & reprisal be published in the Several News papers in this State, that all persons fiting out Such vessells may know how to make Application for their Commissions.

by the Order of Councill
John Avery Dpy Secy

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[1] Mass. Arch., vol. 165, 142.

MASSACHUSETTS COUNCIL TO CAPTAIN JOHN FOSTER WILLIAMS [1]

The Sloop *Republick* under Your Command being in all respects Equiptd in Warlike manner & being also well and properly maned So as to proceed on a Cruize, You therefore are Directed immediately to proceed on a Cruize not only against our unnaturall Enemys but also for the protection of the trade of the United States, and you are Directed to Range the Coast Laying between Cape Sables & Block Island and not farther South than Lattd 34 north, – at the same time using all necessary precaution to prevent your vessel from falling into the hands of the Enemy

and whereas you have received a Commission by force of Armes to attack subdue and take all ships and other Vessels belonging to the inhabitants of Great Britain on the high Seas, under certain restrictions, you must punctually follow the instructions herewith delivered you for your Conduct respecting this matter. And you are further Ordered not to fire your Powder away unnecessarily and only when in Action and firing Alarm or Signal Guns. [2]

In Council [Watertown] Augt 22d 1776

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[1] Mass. Arch., vol. 165, 137.

[2] Under the same date is an order, apparently supplementing the above, which reads: "To Commander of the in the service of this State. You are hereby directed and commanded to return from your cruise with the Vessel under your command to the Harbor of Boston by the tenth day of September next, and there to wait for the farther Orders of the Council," *ibid.*, 139.

New-England Chronicle, THURSDAY, AUGUST 22, 1776

Boston, Thursday August 22.

A Jamaica Guinea Ship, with 7 Hogsheads of Sugar, 8 or 9 of Rum, and Seven Thousand Dollars, is taken by a Privateer from Maryland, and safe arrived in Port. Also, a New England brig from Martinico.

By the Eastern Post we are informed, that on Monday last arrived at Portsmouth, New-Hampshire, a Vessel from Holland, with dry Goods, Drugs, Spices, &c.

Last Thursday, was sent into Marblehead, by the *Franklin* Vessel of War, Capt. [John] Skimmer, and on Saturday last was conveyed round to this Harbour, a Brig from St. Augustine, bound for Bristol, with 3000 raw and half dressed Deer-Skins, and about two Tons Indigo. There were on board said Brig, a Lieutenant, Sergeant and a Drummer, of the 14th Regiment, going on the recruiting Service.[1]

Capt. Skimmer was in Chase of another Vessel at the Time he took the above Brig; but having carried away his Mainmast, was obliged to leave her.

Last Week the *Warren* Privateer of Dartmouth, carried in there a ship from the West-Indies for Newfoundland, laden with sugar and molasses; she was commanded by Capt. Cockran of Watertown, and owned by Thomas Boylstone, Esq; of this Town.[2]

[1] Brigantine *Perkins,* William Jennings, master.

[2] Ship *Argo*, 170 tons, William Cochran, master, taken by the Massachusetts privateer *Warren,* Captain John Phillips.

LIBELS FILED AGAINST THE PRIZES TAKEN BY JEREMIAH O'BRIEN AND OTHER RESIDENTS OF MACHIAS[1]

State of the Massachusetts-Bay.
Eastern-District, ss.
To all whom it may concern.

Notice is hereby given, that Libels are filed before me, against the armed Schooner *Margaritta,* burthen about 50 Tons, James Moore late Commander, against the Sloop *Unity,* Ichabod Jones, late Master, burthen about 80 Tons, against the Sloop *Polly,* burthen about 90 Tons, Nathaniel Horton, late Master, against the armed Schooner *Diligent,*[2] burthen about 100 Tons, Lieut. John Knight late Master, and his armed Cutter, the *Talmagush*; against the Schooner *Susannah,* burthen about 25 Tons,——Phillips late Master, all which Vessels, their Appurtenances and Cargoes were taken (for carrying Supplies to the Enemies of the United States of America, and infesting the Sea Coast) and brought into the Eastern District aforesaid, and the Maritime Court for said District will be held at the Meeting House in the East Precinct of Pownalborough, on Monday the Ninth Day of September, 1776, at the hour of Ten in the forenoon, to try the Justice of the said Captures; and all Persons claiming Property in said Vessels or Cargoes, or are any ways concerned therein, may appear and shew cause, if any they have, why the same Vessels, or either of them with their Appurtenances and Cargoes should not be condemned.

Timothy Langdon, Judge of said Court.

[1] *New-England Chronicle,* August 22, 1776.

[2] For details of capture of the *Margaretta* and *Diligent* of the Royal Navy, and of Ichabod Jones' sloop *Unity,* see Volume 1.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK [1]

Remks on Thursday 22th of August 1776

3 [A. M.] Hoisted sails split our mainsail
Saw a sail barring SE one League distan[ce] out boat sent the first Leiutenant and 8 men on board s[h]e was a snow from St Vincents 24 days out bound to London Jonath Dudfield Master in ballast [2]

12 small breaze of wind & fair weather
Lattd in 34d 26m Longd in 61d 10m

1 [P. M.] Pleasant weather smooth water got the men out of the prize put ours on board Orderd the prize Master to make the best of his way to salem

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[1] John Fisk Journal, AAS.

[2] The snow *Anna.*

JOURNAL OF THE RHODE ISLAND SLOOP *Independence*, CAPTAIN JABEZ WHIPPLE [1]

Remarks on Thusday August 22, 1776

at 6 Saw a Sale to E ward at 8 Fired 4 Shot at hir wold not Bring Tow Saw hir to Bee a Brigg of 12 Guns Left Chase Bore Down to the Priseses –

Lattd 34.15 Londg in 60.14

The First Part Pleasent Small Sea

2 Passingers Belonging To the Brigg Came on Board –

Spent the afternoon [2] at 6 hand' Sqe Sail

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[1] *Independence* Journal, RIHS.

[2] The passengers on board the brig *Fanny* were not named, but a sheet in the back of the journal lists the crew as John Lightbourn, master; Thomas Hargsdon, mate; Ben, Jacob, Robin, Cupid, negro boy Sam, and Thomas Artelea, white boy.

DISTRIBUTION OF DEAD SHARES IN PRIZES TAKEN BY THE RHODE ISLAND PRIVATEER SLOOP *Diamond* [1]

Newpot Augst 22 Day 1776

Theas aer To Certifye that wee the Subcribrs aer a Commitey For Setling and a Justing the dead Shairs of the Sloope *Dimond* Prisses and we do a Gree to dispos of them in the Folling manner

To Cpt Thomas Stashey it Being a gread on By all the offiisors Befoer Saling that he Recvs of the agonts oen ded Shier– –	1
and that Thomas Carlies Recvs a half shier out of the dead Shiers & only two out of the Common Shiers	½
Capt Benjamin Almey as he is Carred a Way in oen of the Priesses to his disadvanteg oen shear –	1
	2½

Richard Wedon	¼		
George Babock	¼		
John Dosom	½		
Robert Palmor	¼		
Ealeaxandor Tindol	¼		
John Williams	¼	1/16	
	1¾		
Benjaman Bates		1/16	
John Morgan		1/16	
	1¾	⅛ 1/16	
Wee agree to give Doctor Paul Hometon a half Shier he given up Capt. Chaces obligators	½		
	2¼	⅛ – 1/16	
John Johnston		1/16	2½
	2½	0	2½
			5–0

Preambel Continue on the other Side

[Page 2]

N B the Reson Whi Capt Stasy acted Whith me as a Commite is Be caus Benjaman Almy is absant & Not to Be Expecd Timely & Isaac Freeborn Desierd Capt Stasy to Set in his Ruem this was agreed to By John Brown & Calemuel Wiett –

and What is Conetend on the other Sid is the Determination of

Comitey men William Chace Thomas Stacy

1. Nicholas Brown Papers, JCBL.

GOVERNOR JONATHAN TRUMBULL TO JOHN HANCOCK [1]

[Extract] Lebanon August 22d 1776

Sir Since my last I have not been honored with any of your favors, yet as it is proper Congress should be acquainted what is doing in each of the United States for Common Defence, especially what is doing on Continental Account, I take the liberty of giving you the following detail of what is done, & doing in this State –

Upon the Request of General Washington, our three Row-Galleys were sent to New York; and are there in Continental Service –

Colol [Samuel] Elmore's Regiment. agreeable to a resolve of Congress communicated by General Washington, is ordered to join the Army at New York – Upon the General's request, Twenty Cannon, ten 12 and ten 6 pounders cast at our Foundery at Salisbury, are lent, to be used for the defence of the North River, and to prevent the Ships from destroying the Continental Frigates building there, and making depredations on the Country –

Upon General Schuyler's request, three Sea Captains are appointed here, to raise Crews of Seamen, and proceed to Lake Champlain, and take command of some of the armed vessels on the Lake – To enable them to enlist their men, we have advanced the necessary sums out of our Treasury, to be reimbursed from the Chest at Albany –

A quantity of Cordage and Rigging, upon General Schuylers application, have been purchased in this State and at his request, Two Hundred Swivels will be cast with all expedition for the use of the armed vessels on Lake Champlain.[2]

Last Saturday Capt Hinman of your armed Brig *Cabot* presented me a letter from Colo [Gurdon] Saltonstall, directing the former to ask my opinion relative to his sailing on a Cruise – Considering that he had been long waiting in readiness; that the multiplicity of business in Congress is the probable reason of his not receiving orders for it; that the expence is great; that his Sailing may prove beneficial; that the season and opportunity of going out with Captains [Seth] Harding and [William] Packwood in armed vessels afford a prospect of distressing our Enemies and of helping these States – I gave him my opinion that it is advisable for him to embrace the first fair wind, and good opportunity to proceed on a Cruise: To use his best discretion as to the manner of his proceeding, and to the time for his return – I apprehend he will govern himself by this, and hope the measure may meet your approbation –

1. Trumbull Papers, XXIX, Letter Book IV, 76–79, ConnSL.
2. Trumbull also wrote to Schuyler on this date about the seamen and guns for Lake Champlain. *Ibid.,* XXVI, Letter Book I, 85–86.

NATHANIEL SHAW, JR.'S ACCOUNT OF SALES OF GOODS TAKEN FROM THE PRIZE SHIP *True Blue* [1]

Dr — Amo Sales of Sundry Goods taken on Board the Brigt *Cabbot* from On Board Prize Ship *True Blew* — Cr

			£
1776	To 2 days Scow hire unloadg do		12..–
	To Storage of the Goods 2 Months		3.14..3
	To p for Starting Coffee to come at the Tare		16..–
	To p for Weighing the above Goods		10..–
	To p for Liquor at the Vendue		16..–
	To p Vendue Mastr a 1 pCt		10.16.10
	To Danl Tillinghast for Copys of the Court &c		8..–
	To My Commissions on Sales		27..2..3
	To The United States for ⅔ of Cargoe	£693..3..8	1039.15..5
	To the Captures ⅓ pd T M	346.11..9	
	Law[ful] M[one]y		£108.10..9
	To Marvin Waits Bill omitted		6

1776 July 4	By 1 Qtr Cask Rum Conta 32 Galo		
8	By 1 Qr Cask ditto 36 do		
	68 Gal[l]s @6/6		£22..2..–
	By 2 barrl Sugar Wt 2Ct..3 lb..2. to the Ca[*bot*] 61/		7..6..3
Augt 22	By 16 hhds Coffee wt 10503 lb @ 8d	£350..2..–	
	13 bags & 1 Cask Ginger wt 1286 lb	29.13..5½	
	1 hhd Sugar 10 Ct..2.– @ 61/	32..0..6	
	1 Cask Pimento wt 172 lb a 11d	7..17..8	
	13 Bags Cotton wt 3922 lb	555..8.11	975..2..6½
	Sold at Vendue [2]		
	2 Cannon & Carriages		80..–..–
	L My		£1084.10..9½

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1. Shaw Papers, Book 39, 32-33, YUL.
2. The detailed "Accot Sales of the Ship *True Blue* Cargoe at Public Vandue Augt 21 1776," is in Ledger 9, *ibid.*

Journal of H.M.S. *Rose,* Captain James Wallace [1]

[August 1776] Anchor'd off Staten Island

Wedsday 21st AM the Adml made the Sigl for all Lieutenants.

First part modrt and Cloudy, Midl fresh Gales with Thunder Lightning and Rain, latter light breezes & Cloudy. PM at 1 Unmoor'd and hove short, Recv'd sundry Gunner's Stores, at 5 Squally with Rain, weigh'd and came to Sail as did the *Phenix,* Steering down the River, at 6 came too off Gravesend Bay in 10 fm soft bottom, the Church ENE and the Et Point of the Narrows NBW Do Anchor'd the *Phenix.*

Thursdy 22d AM at 4 hove short, at ½ past 6 weigh'd and stood into Gravesend Bay, Do Anchor'd abrest of the Church 16 feet low water, carried out the stream Anchor and Cable for a Spring hove broad side to the Shore; Off Shore ½ a Mile, came in Shore and Anchor'd, the *Phenix* and *Greyhound* with a Number of Transports with Troops on board; at ½ past 7 Adml Howe Hoist'd his Flag on board the *Phenix,* the Adml Fir'd a Gun and hoisted a Blew and White strip'd Flag at the Mizon Topmast Flagstaff, the Troops in the Boats at 9 began to land, at Noon all Landed.

Light Breezes and Clear Wr came in HM Ships *Mercury* and *Lively,* at 1 took up the Stream Anchor Weigh'd and run further out in the Bay Do Anchor'd in 5 fm the Church NEBE the E point of the Narrows NBW½W PM Commodore Hotham Hoisted his broad Pendant on board the *Phenix* and Adml Howe hauld down his Flag and hoist'd it on board the *Eagle.* Moor'd NNW and SSE.

[1] PRO, Admiralty 51/805.

Journal of H.M.S. *Phoenix,* Captain Hyde Parker, Jr. [1]

August 1776 Moor'd Head & Stern in Graves-End Bay –

Thursday 22d At 5 AM Carried the Stream Anchor out Weigh'd the Best Bowr & hove the Ship close in Shore, Clap'd Spring on the Small Bower, let it go and hove the Ship Broad side to the Shore to cover the Troops Landing at 8 Vice Admiral Lord Howe came onbd and hoisted his Flag Fir'd a Gun and hoisted a Signal Flag at the Mizen Topmast and at 46 past 8 Struck Lord Howe's Flag & the Signal. At ½ past 9 Commodore Hotham made the Signal from his Barge for the Troops to Land. At 3/4 past 10 Lord Howe return'd onboard and hoisted his Flag. –

Modr and Cloudy Wr at 3/4 past 2 P M Struck Lord Howe's Flag Weigh'd and ran without the Transports & came too with the Best Bower in 6½ fm Veer'd and

Moor'd a Cable on the Best and 2/3 on the Small Bower at 50 past 8 Comodore Hotham came onbd and hoisted his Pendant. Fir'd the Evening and Morning Guns.

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1. PRO, Admiralty 51/694.

JOURNAL OF H.M.S. *Preston,* CAPTAIN SAMUEL UPPLEBY [1]

August [1776] [Off Staten Island]

Thursday 22 Squally weather, and rain received & Manned 8 flat boats, together with our own Boats and sent them to Land Troops on Long Island

Light airs and fair weather the Men of War having placed themselves in Gravesend Bay to cover the Debarkation of the Troops a number of Transports with Troops onboard anchored there also, when the Flat boats proceeded and Landed without opposition on Long Island, the debarkation continued til the whole amounting to 15,000 men was Landed Struck Commodore Hothams broad Pendant which was hoisted onboard the *Phoenix.*

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1. PRO, Admiralty 51/720.

JOURNAL OF H.M.S. *Asia,* CAPTAIN GEORGE VANDEPUT [1]

August 1776 Moor'd off Staten Island

Thursday 22 A M at 6 sent 6 Flat Boats & one Batteau at 10 the Troops Landed on Long Island without opposition

Moderate & Cloudy, Rowed Guard,

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1. PRO, Admiralty 51/67.

JOURNAL OF H.M.S. *Eagle,* CAPTAIN HENRY DUNCAN [1]

August 1776 Moored off Staten Island

Thursday 22d At 2 AM Sent all the Boats to land the Troops at 3 the *Phoenix* & *Rose* Warped into Gravesend Bay . . . the *Thunder* & *Carcass* Bombs with a Number of Transports with Troops At 10 the Signal was made for the Boats with Troops to advance which they did & landed them without the least Opposition; At Noon Empd landing the Troops The first part light Breezes & fair, Middle Cloudy latter fresh Breezes & fair At 1 P M the Boats returned from landing the Troops

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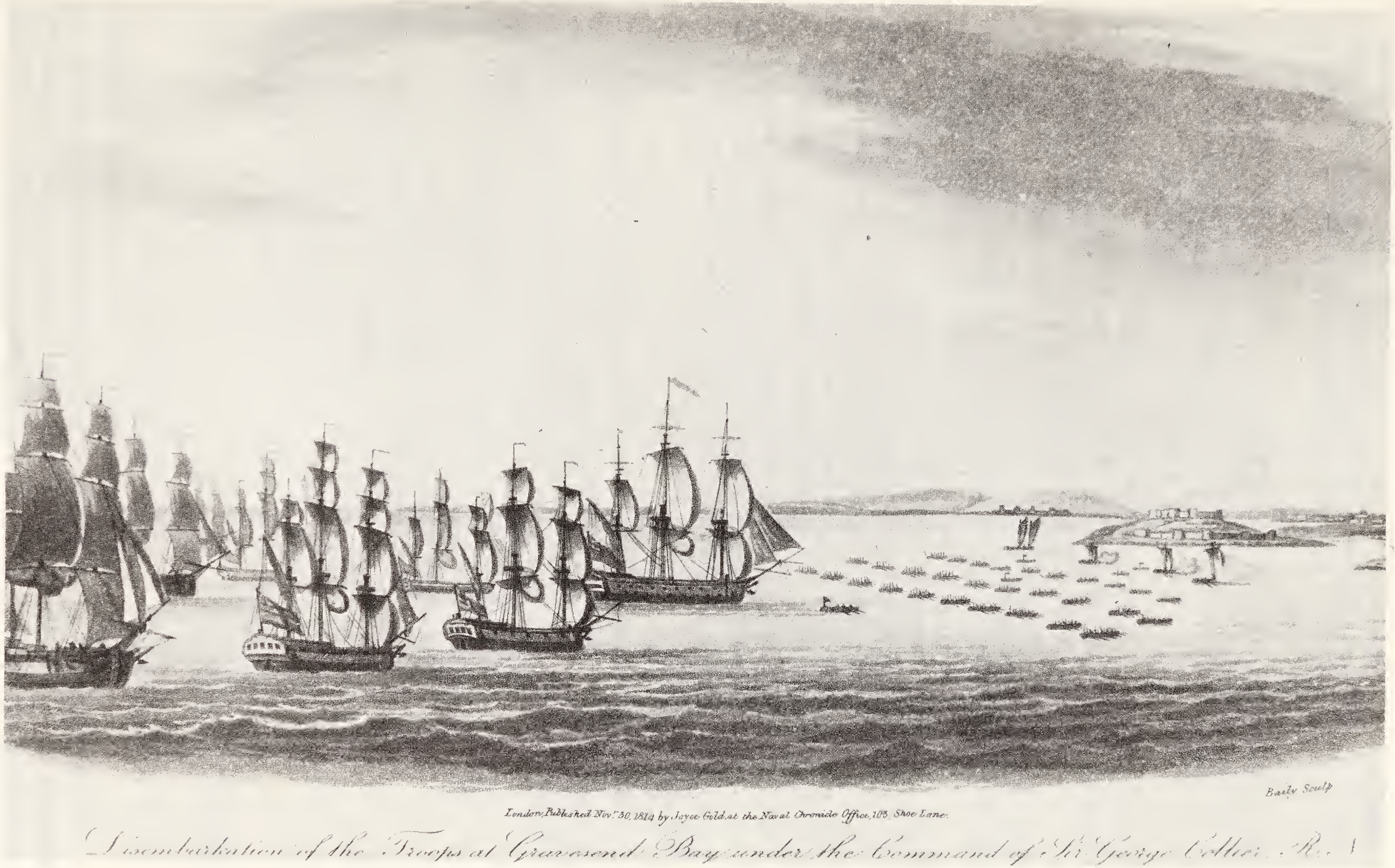
1. NMM, Admiralty L/E/11.

JOURNAL OF H. M. SLOOP *Senegal,* CAPTAIN ROGER CURTIS [1]

Augt 76 Moor'd with the stream Anchr off Staten Island

Thursday 22d At 2 A M the Flat boats No 23. 24. 25. 26. 27. 28. 29. 30 with the Capt & Lieut to the Narrows of Staten Island to


Baily Sculp
London, Published Nov.r 30, 1814 by Joyce Gold, at the Naval Chronicle Office, 103, Shoe Lane.
Disembarkation of the Troops at Gravesend Bay under the Command of Sir George Collier, R. N

British Landing at Gravesend Bay, Long Island, August 22, 1776.

Imbark the Troops at 10 landed without opposition in Gravesènd bay 5 thousd the 1st landing & 2 fives the next at 5 [P.M.] dropt down Transports and *Rainbow* return'd the Captn

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1. PRO, Admiralty 51/885.

JOURNAL OF H. M. BOMB VESSEL *Thunder,* CAPTAIN ANTHONY PYE MOLLOY[1]

August [1776] [Anchored off Staten Island]

Thursdy 22 at 4 AM hove Shor[t] on the small Br at 5 got under way, soon after which fell on Bd of a Ship which Obliged us to cut away the small Br Anchor, to get clear. Do bent the Remainder of the Cable to the Sheet Anchor At 8 Anchor'd with the Best br in Gravesend Bay, in 4 Fths Water and With a Spring on the Cable brought our Broad Side to bear on the shore to cover the Landing of the Troops found riding her[e] his Majesty's Bomb Vessel *Carcass* with the *Grey Hound* and *Rose* and *Phoenix* with Ld How's Flag on board at ½ past 9 the troops began to Land to the Amount of about 5000 Men, the Boats immediately returned to the transports, and bringing the remainder to Land with the Greatest Expedition at noon the Landing was compleated without the least resistance.

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1. PRO, Admiralty 51/987.

JOURNAL OF H.M.S. *Galatea,* CAPTAIN THOMAS JORDAN[1]

August 1776 Sandy Hook N 35.32W 160 Leagues

Thursday 22nd at 6 A M fired a Gun brought too a french ship from St Domingo bound to Hav[r]e de Grace at 9 Hauld the wind & Chased a Schooner the Chace bore NE about 15 Miles.

Fresh Breezes & Cloudy. fired a Shot at the Chace at 3 fired another on which she bore down being a Schooner from Dartmouth in New England Named the *Molly* Thos Toby master bound to Hispaniola out 9 Days Laden wth Flour Lumber & fish at 7 Brought the Master & 3 of their people on board [sent in her] Masters Mate, Midn & five Seamen.

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1. PRO, Admiralty 51/380.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Thursday, August 22, 1776

The Marine Committee having recommended Dudley Saltonstal to the command of the frigate *Trumbull*; Jonathan Maltbay, first lieutenant, and David Phipps second lieutenant of the said frigate; [Robert] Wilson to be first lieutenant of the *Washington,* John Nicholson second lieutenant of ditto; John Hodge to command the *Montgomery* frigate, at New York.

Resolved, That they be accepted, and that commissions be granted to them accordingly.

Resolved, That the Secret Committee be directed to deliver to Major [Samuel] Nichols, a number of musquets, sufficient to arm the marines raising under his command in this city.

1. Ford, ed., *JCC,* V, 695, 696–97.

CONTINENTAL MARINE COMMITTEE TO COMMODORE ESEK HOPKINS [1]

The Marine Committee
Sir Philadelphia August 22nd 1776.

As you are now about to return to Rhode Island where we Understand the *Alfred* and *Cabbot* remain inactive.

We think proper you should exert your Utmost endeavours in Conjunction with the Commanders of those Vessels to get them equipped and Manned with all possible expedition, for A six Months Cruize. –

We think A Most important Service may be performed by the *Alfred, Columbus, Cabbot* and *Hampden* by dispatching them for NewfoundLand with orders to destroy the British Fishery there; they must make Prize of every British ship or Vessel they meet with – they must seize and destroy their Fishing Boats and stages and make Prisoners of their fisher Men, or such of them, as will not freely enter into our service, and as it is highly probable they may take more Prizes than they can conveniently spare Men to bring into Port, it may be proper in such case to destroy them. The season is now come when the NewfoundLand Men begin to load their Fish Cargoes, consequently no time must be lost, and if the *Columbus* is not in Port when you reach Rhode Island, you'l dispatch the *Alfred, Cabbot* and *Hampden* immediately appointing Such place of Rendevouz and such Signals as will enable them to Meet again in case of Seperation, and also enable the *Columbus* to follow and join them, and whenever she returns from her present Cruize, you Must order her on this service giving the Commander of her A Copy of the instructions, Signals &c. We doubt not there are Some British ships of War on the NewfoundLand station to protect their Fishery and of course our commanders must act with Such caution as to avoid being taken themselves, but we hope this will not prevent a Spirited and resolute conduct in the execution of their expidition, which we flatter ourselves will in the event prove highly detrimental to our enemies – honourable and beneficial to the United States of America. – These being the Objects we have in View we desire that your Orders to the Commanders May be adapted in the best manner your knowledge and experience can devise to obtain the end proposed.

When this small Squadron have done the enemy as Much Mischief as they can in that quarter they Must proceed into the Gulph of St Lawrence and there take Cruizing ground as may be Most likely to intercept the supplies of Indian Goods and other stores that we suppose will be sent from England for Canada when they know that our Troops have evacuated that Country. There is another object well worthy of their Attention but we fear the acquisition of it is too uncertain to found A Cruize upon, we Mean the Capture of the Hudsons Bay Ships which in their return must be very Valueable; if the Captains should be of oppinion that by dividing their force they can accomplish both these services, we would submit that Point to your and their determination. We have no doubt but they will take valuable prizes in the Gulph of St. Lawrence if the Cruising ground is well chosen, and they Must Send their Prizes for Such of our Ports as they will be Most likely to reach with safety. We deliver you herewith Some of the Marine Books, List of Continental Agents in every state, and Several of the Printed declarations of Independence. they May do well to notify the inhabitants of the French Islands of St Pierrs & Miquelon of this declaration and sound how the inhabitents stand affected toward us, assuring them the French Government favour Our Cause and will probably become our Alley by treaty. Perhaps our Ships may find shelter and protection in these Islands if the enemy have Ships in that quarter too Strong for us. Should this Fleet take any prizes whose Cargoes might be particularly usefull to the inhabitents of these States, they may do well to convoy Such into Port, and if they gain any intelligence that the Commanders think important they Must dispatch one of the small Vessells with the Account to us – putting into the first Port and Sending an express with it to the General or to us. You will instruct the commander of each Vessel to write us by all Opportunities, of their proceedings and of the Occurrences they Meet with, they Must make us Monthly Returns of their Crews, of the Supplies made to them, of the provisions, and make Copies of their Log Books and Journals to be transmitted to us at their Return.

They Must be carefull of their Ships, stores and materials, use their Officers and Men in Such a Manner as will recommend the service and at the same time preserve strict discipline. They will no doubt from principles of humanity and generosity treat their Prisoners with all the kindness and Attention their Respective Situations and circumstances will admit of and we hope their conduct will in all things be such as to Merit the continuance of our Confidence. –

You will direct the commanders of each Vessel to be very exact in keeping a List of all Persons on board that are intitled to Prize Money Mentioning their Names, stations, & Shares, Copys of which they Must furnish the Agent or Agents that receive the Prizes in Order that just & equitable distribution of Prize Money May in due time be Made. –

We also wish to have a full and just valuation of all the Cannon, stores &c which you brought from Providence that have been appropriated to public Use or that remain for that Purpose, and we desire you would have the vessels you took and the property in them Libelled and tryed in order that

Such part as is condemned may be sold – the Accounts Settled and distribution of the Prize Money made. We are sir [&c.]

Geo Walton	John Hancock
Sam^{el} Huntington	Rob^{t} Morris
Fra: Lewis	Step Hopkins
Geo: Read	Joseph Hewes

P.S. We deliver you herewith A Letter to Nathaniel Shaw junr Esqr of New London directing him to purchase the Armed Schooner You took in Your late Cruize [2] This Schooner Must be called the *Hopkins* and immediately fitted out as A Continental Cruizer and You are to add her to the Fleet destined against Newfound Land Fishery sending her Away in Company with the *Alfred* &c – We deliver you here with a blank Commission for the Captain and we choose the Offer of it should be Made to Captain [Samuel] Chew of New Haven he being Strongly recommended by the Committee of that place but if he refuses this appointment we hereby authorize you to put in a proper commander and fill this Commission with his Name. We also deliver you Some blank Warrants which you will fill up with Proper Persons for the Master and other inferior Officers for that Schooner.

Let it be an article of your instructions to all the Captains to be particularly carefull to Send all salt they May take to Some of these States as we expect it will be very Much Wanted. Should you think it adviseable to go upon the expedition to Newfound Land &c Yourself You May do therein as you judge will be Most Serviceable to the continent and hoist your Broad Pendant on board any of the Vessels you choose. –

John Hancock.

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1. The body of the letter is from the Harbeck Collection, HUL, and the postscript from the Hopkins Papers, RIHS.
2. The Marine Committee letter dated August 22 requested Shaw to "purchase said Schooner [*Hawke*] on the best terms in your power and assist the commodore to fit equipp and man her with all possible expedition as a Continental Cruizer . . . supply this Vessel with all necessary Provisions and Stores for a Six Months Cruize," Marine Committee Letter Book, 17, NA, and printed in Charles Oscar Paullin, ed., *Out-Letters of the Continental Marine Committee and Board of Admiralty, August, 1776 – September, 1780* (New York, 1914), I, 1. Hereafter cited as Paullin, ed., *Out-Letters of the Continental Marine Committee.*

Continental Marine Committee to Captain Hoysteed Hacker [1]

Sir [Philadelphia] August 22d 1776

Since the dates of those orders we have already addressed to John Paul Jones and you as Commanders of the Brigt *Hampden* we have in consultation with Commodore Hopkins altered your destination as you will learn from him.[2] You are therefore to receive fresh Orders from the Commodore and Obey them as if from Sir [&c.]

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1. Marine Committee Letter Book, 17, NA.
2. See previous entry.

Continental Marine Committee to Nathaniel Shaw, Jr.[1]

Sir [Philadelphia] August 22nd 1776

The Secret Committee have directed Mr Barnabas Deane of Whethersfeild Connecticut to deliver you sundry articles he has imported On Continental account which you are to receive for the use of the American Navy, granting Mr Deane a receipt for the whole in order to answer the accounts of said Secret Committee, but as Mr Deane is in want of some of those very articles as well as others for the Frigate built under his direction,[2] you are to supply any of these and assist him in procuring any other articles wanted for that Ship charging the same to his account or to the Ships as you shall judge most proper. You are hereafter to render us an account of the expenditure of all Stores you receive or buy on account of the Continent. The Salt you will keep for the purpose of putting up Pork the ensuing Season for the use of the Navy. We are sir [&c.]

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1. Marine Committee Letter Book, 19, NA.
2. The Continental frigate *Trumbull.*

FRANCIS LEWIS TO CAPTAIN THOMAS GRINNELL [1]

Dear Sir Philadelphia, August 22, 1776.

I some time ago advised you that Congress had appointed you to the command of the largest of the frigates, called the *Congress* now at Poughkeepsie, and desired you would furnish me with a list of such persons as you would recommend for your commission and warrant officers, but am as yet without your answer, so conclude my letter miscarried. Pray let me hear from you as soon as possible.

(Signed,) Fras. Lewis.

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1. *New York Provincial Congress,* II, 504.

ADVERTISEMENT FOR DESERTERS FROM THE VIRGINIA SLOOP OF WAR *Scorpion* [1]

Ran away from on board the *Scorpion* sloop of war,[2] the following seamen, viz. George Patterson, boatswain, a well set man, about 5 feet 8 inches high, brown complexion, short black hair curl'd round, and snub nose: had on a small round hat bound, a blue jacket and narrow trousers. James Parks, a likely well made man, about 5 feet 7 inches high, brown complexion and black hair, with a cock'd hat: had on a long blue jacket and short wide trousers. John Lowry, a stout well made man, with a red face, light hair, about 5 feet 6 inches high: had on an old blue jacket and an old pair of narrow duck trousers. Thomas Davis, a slender made man, about 5 feet 10 inches high, dark complexion, and much pitted with the small-pox, and long black hair: had on, a new felt hat, blue jacket, and new osnabrig trousers. David Rees, a short slender man, about 5 feet 5 inches high, dark complexion, short strait black hair, and has a great impediment in his speech: had on an old hat, blue jacket, and very dirty shirt and trousers. Whoever takes up the said seamen, and secures them in any gaol so that I can get them, shall receive eight dollars reward for each.

Wright Wescott.

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1. *Maryland Gazette,* Annapolis, August 22, 1776.
2. The *Scorpion* was a vessel of the Virginia Potomac River fleet which accounts for the above advertisement in a Maryland newspaper.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Thursday 22d August 1776. –

Ordered that the keeper of the Public Magazine deliver unto Capt [William] Deane One hundred Gun Flints five hundred pounds of Gunpowder one Rhemm of Cartridge Paper 240 four pounds Shott, fifty two pound Shott, fifty three pound Shott and seventy five pounds of Musquett Ball for the use of the Schooner *Revenge*. –

[1] Navy Board Journal, 44, VSL.

VIRGINIA NAVY BOARD TO SMITH & ROANE, ESSEX [1]

Gent Williamsburg August 22d 1776 –

We receiv'd a Letter of the 20th Instant from Mr Roan desiring to be furnish'd with Money to purchase provisions and necessaries for the Naval department herewith we send you three hundred pounds which we judge will be sufficient at this time. if Salt provisions are not to be had on your River [2] let us know & We will furnish you with that Article. Capt Wills Cooper has orders to send two hundred and thirty Barrels for Pitch and Turpentine to your care, half of which is to be detain'd for the use of your River and the remainder forwarded to Mr James Hunter for the Potowmack department. The Salt we shall inform you of by next Post.

By order of the Board I am [&c.]
Thomas Whiting 1st Commissioner

NB we shou'd be glad to know how the Salt came in Mr Bunks's Possession –

[1] Navy Board Letter Book, VSL.
[2] Rappahannock River.

JOURNAL OF H. M. SLOOP *CRUIZER*, CAPTAIN FRANCIS PARRY [1]

August [1776]	[Cape Fear River] Snows point West
Tuesday 20	Modr and Cloudy wear P M saw a great Number of the rebels on Shore
Wedy 21st	A M at 11 Came up and anchord here the *Scorpion* Unmoord and hove short on the small bower Little winds and Cloudy at 3 weighd and Came to sail Empd working down the river at 7 anchord to stop tide
Thursday 22d	at 5 weighd and Came to sail, at 7 anchord abrest of Fort Johnston – Moord in 4 fathom Water.

[1] PRO, Admiralty 51/218.

WILLIAM OGILVY TO JOHN SIMPSON, LONDON [1]

[Extract]

Dear Sir Pensacola 22 August 1776.

By some Vessells lately from Jamaica we learn that an Embargo was laid on the Exportation of Provision[s] from that Island they being in great want

& that an Insurrection was begun among the Negroes. Mr John Graham who is no doubt with you long ago will be able to inform you fully respecting the fate of my Goods in Georgia. As soon as I understood that a Part were retaken by the Kings ships, I wrote Admiral Howe requesting his Interposition for the recovery of the Value after the Salvag[e] is deducted agreeable to law. I also wrote Capt Barkley [of] the *Scarborough* who carried them Off. there were 6 Bales Duffils, 6 Hhds Sugar 1 Case very large & 2 Trunks about £600 Stg worth. I expect a full account of the Circumstances Soon & that at all Events I may not be charged with 72 dozen shirts Shipped by Mr Graham not ordered by me. I have remitted [illegible]ham Johnston & Co £3200 stg p this Opportunity & I begg you'll remember what you promised about the Commission to be Charged me on Goods shipped as I have been made very Poor (to use the Indian term) by the Georgians.

1. Red Book, XI, Md. Arch.

Journal of H. M. Sloop *Nautilus,* Captain John Collins [1]

August 1776 Moord of[f] Saint Georges Town Bermuda

Thursday 22 AM Recd fresh beef People Empd Variously Squally With Rain PM Came in & Anchd two Sloops from Virginia, Recd 5 Prisoners from a Snow in Castle Harbour, [2] Anchd here a Prize Sloop taken by an Tender from Rhode Island, receivd Information of two Rebel Privateers being off the Island.

1. PRO, Admiralty 51/629.
2. The prisoners were the prize master and four crewmen from the Maryland privateer schooner *Enterprize.* They had been overpowered on board the prize snow *James,* whose crew had retaken the snow, *Public Advertiser,* London, October 1, 1776.

Journal of H. M. S. *Boreas,* Captain Charles Thompson [1]

August 1776 Remarks &ca *Boreas*

Thursday 22 at 3 AM Saw a Sail in the S W. Quarter made Sail & gave chace at 7 fir'd two Shot to bring too the Chace at 8 Saw a Sail in the S E Quarter In 1st Reefs of the Topsls Ex[amine]d the Chace a Schooner from Nantucket [2] took possession of Her & brought her People on Board Gave Chace to the ESE

First part Mod & cloudy at 1 PM fir'd one Swivel & one Nine Pounder Shotted to bring too the Chace at 3 Brot too & Exd a Schooner from Dominica Bound to Newfoundland at 5 Made Sail

1. PRO, Admiralty 51/125. The *Boreas* had sailed from Sandy Hook August 8 for Jamaica. She first convoyed, 150 miles to the eastward, two victualers en route to Cork for provisions for the Army. See Howe to Stephens, August 8, 1776.
2. Schooner *Adventure,* with provisions and lumber, Gayton's Prize List, February 26, 1778, PRO, Admiralty 1/240.

RICHARD HARRISON TO WILLING, MORRIS & CO. [1]

Gent. Martinique Aug. 22. 1776

I wrote you the 1st Inst Copy of which goes by this Opportunity. –

Mr. [James] Le Maitre has at length arrived here, but as I apprehended, by way of Hallifax & without the Sloop. – On the Night of the 5th of June near the Island of Bermuda, the Crew, instigated & headed by the Mate (who it seems was a Caledonian) fell upon Capt [William] Britton & him whilst in their Beds and threatning the least resistance with immediate Death, made them both prisoners, at the same Instant Breaking open their Chests & seizing upon all their papers, which the Hurry & unexpectedness of the Assault gave them no time to destroy. Having thus far accomplished their villainous design, they took the Management of the Vessell upon themselves & shaped a course to the N Eastward, intending as the mate has since acknowledged, for some port of Great Britain, with hopes, no doubt, of being generously rewarded for their Treachery. But falling in with an armed Transport, a little to the Eastward of the Banks they were taken & conducted back to Hallifax, & there delivered with the papers &ca. to the Governor [2] Le Maitre says he is ignorant of the Contents of the Letters but supposes they contained some matters of Consequence as the Governor appeared much vexed when he read them & treated him in a very scurvy manner, suffering him to be despoiled of all he had, even his wearing Apparel, Shoe Buckles, &ca.

This is the third Instance of the kind that has come within my Knowledge, and I am really afraid they will happen more frequently unless you are exceedingly cautious at least in the Appointment of your Officers. – The Congress I think could scarce devise a punishment adequate to such perfidy.

Mr Le Maitre informs that Admiral Howe arrived with his Squadron at Hallifax about the 26th of June, but as the General his Brother had left that place with his Army a few days before, he without making any stay, proceeded to Long Island, which it seems is now the place of rendezvous. – According to the best Accounts he could obtain, the Ministerial Army there consist'd of 20,000 Men, 12,000 of whom are, or I would rather say, were Hessians, & 3000 Highlanders, the residue being the Remains of the Boston Army. He adds that [John] Burgoyne was at the Head of 9000 Troops in Canada, & that they were daily looking out at Hallifax for 6000 Hanoverians & a further reinforcement of Highlanders – And it is reported here that there is a Negociation on foot between England & Russia for 13,000 Russians, wch are to be sent also to America. – They are formidable Stories, & by no means incredible, for you must be convinced long before this that no Expence, no Means, no Art will be unessayed to crush & utterly ruin you.

These things I doubt not you'le have heard long ago, at least such of them as are passing in your Neighbourhood, and you must ascribe my troubling you with a repetition of them to the Anxiety where with I am continually agitated for the Success & prosperity of the Cause. I am Sir [&c.]

R Harrison

I hope I shant have so bad an Acct to render of Capt [Thomas] Patton – but I really begin to suspect some thing extraordinary has happened to him – He got out safe and is no where in the West Indies, I believe. [3]

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1. Papers of Robert Morris, Accession 1805, LC.
1. The sloop *Fanny*, condemned in Nova Scotia Vice Admiralty Court, July 18. See Volume 5.
3. Harrison's fears for Captain Patton and his vessel, the sloop *Peggy*, were well founded. She was taken by H. M. S. *Orpheus* shortly after leaving the Delaware. Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

23 Aug.

John Langdon's Memorandum of Supplies to the Continental Frigate *Raleigh* [1]

[Portsmouth, August 23, 1776]

Memorandum of Sundries supply'd Continental Ship *Raleigh* by John Langdon Esqr – Vizt – on his own Account—

1776		¾ hundred 10d Nails ½ ditto 6d ditto dld Daniel Hart –		£1..6
Feby	16	3 hundred 6d ditto dld Stephen Potts –		2..9
Mar	8	½ hundred 2d ditto ½ ditto 10d ditto dld Saml Burk –		1..9
	13	1 hundred 6d ditto dld Saml March –		9
	14	11 m – 10d Nails – a 14/ –	7.12..0	
		6½ 2d ditto a 20/ –	6.10..0	
		382 6d ditto a 9/ –	17..6..6	
		52 4d ditto a 5/ –	13..–..–	
		44½ pound deck Nails a 7/	1..5.11½	45.14..5½
Apr	11	1..2..10 Cordage – a 70/ –		5.11..3
May	7	128 Scanes houseline & Marline a 1/6 –		9.12..–
	24	1 Brass Compass & 1 hanging do. dld William Hunt to repair—		
June	16	3 m 3d Brads dld at sundry times for Boat Builders –		
July	20	11 Barrells Beef a £ 3 pr Barrell		33..0..0
Aug	19	2 Leads for Fishing w 7¼ lb dld Mr. Libby –		
	21	1 2 Bushels Basket		
	23	1 Caulking Mallett –	0..4..0	
		2 ditto Irons – a 4/ –	8..–	
		1 Marling Spike	6..–	
		1 pair Grains	7..–	
		1 Cod hook 3d 1 Scraper 5/	5..3	1..10..3

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1. John & Woodbury Langdon Papers, NHHS.

Master's Log of H. M. S. *Milford* [1]

August 1776 Cape Ann No 79W. 12 Leagues

Wednesdy 21 at 5 AM saw a Sail to the SE made sail and gave Chace out 2d Reef Topsails and set Steering sails.

Fresh Breezs and Clear at 5 Fired a Shot at the Chace &

brought her too proved to be a Schooner from Nantucket for Wood Island in 2d reef Topsails sent the Schooner away,

Thursday 22 at 7 AM saw a Sail to the   gave Chace at 10 Came up with the Chace which proved to be a Fishing Schooner, burnt her.

Friday 23 Little Wind and Hazey

at 12 saw two Vessels Lights to the No ward, gave Chace fir'd five Shot at the Chace and brought them too they proved to be from Salem for Wood, at 6 made Sail and gave Chace to a Privateer Schooner.

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1. PRO, Admiralty 52/1865.

Petition of Owners of Massachusetts Privateer Schooner *Fair Lady* to Enlist Three British Prisoners [1]

(Massachusetts State) To the Honble the Council of the State of Massachusetts Bay –

Nathaniel Farley & Jacob Martin of Ipswich in said State Humbly Shew

That Joseph Richardson Joseph Weeks and John Thomas [2] Prisoners in the Goal in said Ipswich who were taken by Capt Fisk Commander of an Armed Vessell are desirous by your honors Leave to Enlist on board the Privateer *Fair Lady* Jacob Martin Commander & as your Petitioners & other owners of said Privateer are in Want of men to Man said Privateer –

Your petitioners therefore humbly pray your honors to give orders to the Keeper of said Goal to Liberate said Prisoners for the said purpose or give such Leave whereby your petrs may Enlist said Men as in your great wisdom your honors shall think proper

And your Petrs as in Duty bound &c.

Nath^{l} Farley Jacob Martin

[Endorsed] In Council [Watertown] Augt 23d 1776 Read & Ordered that the Prayer of the Petition be so far granted, that Said Petitioners give their Obligations to the Sheriff of Said County, that they shall see the Men forthwith coming whenever called for –

Jn^{o} Avery Dpy Secy

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1. Mass. Arch. vol. 165, 144–45.
2. Members of the crew of H. M. Schooner *Dispatch,* taken in July by the Massachusetts state sloop *Tyrannicide.*

Journal of the Massachusetts Council [1]

[Watertown] Friday Augst 23d 1776

Letter from Richard Derby Junr Esqr Informing the Board that the Brigantine *Massachstts* fitted out by this State is nearly fixed & Only Wanting four or six Guns & the thre Small Sails and desiring that Orders might be given relative to those Articles. –

Read & Ordered that the Commissary General, be directed to deliver Two Six Pounders out of the Row Gally to the Said Richard Derby Esqr & also two Other Cannon lately landed out of the Decoy Ship, and the sd Derby is directed to take such Sails as He may want out of the Ship lying at Danvers Mention'd in His Letter, After Appraising the same & paying for them –

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1. Mass. Arch., vol. 19, 190, 193.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK [1]

Remks on Friday 23th of August 1776

1 [A. M.] Saw a Brigt Close on board wore ship After her she wore at the same time and in wareing we fell on board one another Carried away our Gibboom

at 6 made sail spoke with the Brigt that run on board of us Capt Joseph Wipple [Jabez Whipple] from Road Island on a Cruze [2]

11 we saw a sail to the S E we gave chaise in Company we Carried away our topmast And ringtale boom Come up with the Chaise Sum

Lattd in 36d 38m Longd in 61d 30m

At 2 P M saw a Learge ship to the southward I gave Chaise to her left the Briggt in Chaise of the other sail at 4 spake with the Chaise a spannish ship from Havannah bound to Cadiz gave Chaise after the other vesel Employd Gitting up topmast at night saw the Briggt but did not see the Other Vesel

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1. John Fisk Journal, AAS.
2. See next entry. The sloop *Independence*'s journal makes no mention of running afoul the *Tyrannicide*.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence*, CAPTAIN JABEZ WHIPPLE [1]

Remaks On Fryday August 23, 1776

a 4 am Cam On a harde Squrle a 6 D[o] Saw 2 Sail to S W hove about Stood to The S. Ward a 8 hove a bout to Gitt the Vessell In hir wake –

Lattd 35.44 Londg in 61.00

The first Part Sqwaley Large Sea

At P M out, Reefs at Sot F Jibb Saw a Large Ship to Windard Runing Down heavy Sea Saw a Brigg Strin Standing to the No Ward

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1. *Independence* Journal, RIHS.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND [1]

[Providence] August 23d

Voted that Mr John Smith be desir'd to go to Cumber[illegible] and contract with Jeremiah Wilkinson for the Che[c]ks for the Masts and that he procure them Cut and Carted as soon as possible, and that Mr Benja Talman go with him to formand the Work.

Voted That six Shillings pr Day be paid to John Lindsey and the other persons that Work on the Gun Carriages with Mr Sumner.

Voted that Tanner be appointed a Midshipman and Benjamin Dunham second Mate on Board the *Providence*

Voted That Mr Barron Lieut of the *Providence* desir'd to go to Newbury and Portsmouth and Examin the Ships of War building their, and that he Report what improvement he finds in them. that his Expences be paid him

Voted That Mr John Brown be requested to write New York, and purchase Ten Tons of Cordage [illegible] the Ships, and that it be Shipped hear as so[on] as maybe.

Voted That the Commanding Officer of the *Providence* order thirty Tons of pigg Iron on Board the said Ship and that a suitable number of Cask be filled with water and put on Board, and that all dispatch be made to get her below as soon as possible.

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1. Journal R. I. Frigates, RIHS.

Connecticut Gazette, Friday, August 23, 1776

New-London, August 23.

Last Lord's Day, the new Ship of War belonging to the State of Connecticut,[1] built at Say Brook, and commanded by William Coit, Esq; came out of the River, and arrived here on Tuesday: She is the largest Vessel that has ever come over Say Brook Bar, and was piloted by Capt. James Harris.

Last Saturday a French Sloop arrived here from the West Indies, loaded with Sugar, Molasses and Coffee, and a few Articles of European Goods.

Since our last, three Vessels have arrived here from New-York, with Tories collected from that City and Long Island; who are sent into the Country Towns.

By Means of the great Number of Prizes carried into different Ports at the Eastward, Jamaica Rum is sold at 43 4d per Gallon by the Hogshead, and Sugar at five Dollars per 100 Wt. in Boston.

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1. Ship *Oliver Cromwell.*

"1776 A LIST OF THE DEAD & DESERTD: FROM CAPT [SETH] HARDING IN [CONNECTICUT] BRIGG *Defence* COLONY SERVICE"[1]

time of Entry	month Days	Mens names	Ran Disertd	months in Service	Days in Service	Wages pr m		amount			paid men as pr Book		
								£	s	d			
march	6	James Young Copper	July 22	4	16	4	10	20	7	0	Recd.	£ 9.16..–	[illegible]rders to amount of Wag[es]
		George Gee	aug – 5	4	29	2	8	11	18	0		8.11..6	
	17	John Steward	25	5	6	2	8	12	7	11		5.15..3½	
april	11	Richard fry	July 14	3	3	2	8	7	8	9		6.14.10	
may	8	Jared Ervin	augt 23	3	15	2	8	8	7	9		6..1..–	
	24	Peter thorp	Do	2	29	2	8	7	1	11		3.12..–	
	30	Edward Ingraham	Do	2	23	2	8	6	14	5		5..8..–	
[June]	1	John Branin	Do	3	22	2	8	8	18	6		2..8..–	
		Solomon Brown	Do	3	22	2	8	8	18	6		2..8..–	
	12	Joseph Thomas	June 21	1	9	2	8	3	2	3		1.15..–	
July 1	1	John Basson	Aug – 1	1	0	2	8	2	8	–		3.19..–	
		James maden	Do	1	0	2	8	2	8	–		0..0..0	
march	6	Wm Harrison	Died	3	17	4	10	16	1	–		16..1..0	£72..9..7½
							£116	..2	..0	–			Paid Deserters & Dead

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1. Conn. Arch., 1st Series, IX *(Defence)*, 78, ConnSL.

MAJOR GENERAL HORATIO GATES TO BRIGADIER GENERAL BENEDICT ARNOLD[1]

Dear General Ty[c]onderoga 23d August 1776: –

This will be deliver'd to you by Doctor [Stephen] McCrea, whom at the Recommendation of Doctor [Jonathan] Potts, I have appointed First Surgeon to the Fleet under your Command. he has Instruments, & Medicines, two things much in request with you. Mr Francis Hagan accompanys Mr M'Crea, as his Assistant Surgeon. I cannot procure any Instruments for him here, but wish you could hire Doctor Speram's for the Voyage. You are I am told acquainted with Doctor M'Crea. I am assured his Abillities are their Own Recommendation. – Another Gondola sails from hence this morning, & the Row Galley will Sail tomorrow. Yesterday Mr Titcomb, Mas[te]r Carpenter from Skeensborough return'd thither from hence he got a good Recruit of Ship Carpenters Twelve of his Gang being now Sick: he is a fine looking Fellow and seems desirous to Command The Row Galley he has just finish'd, he professes himself a Seaman, from the Sense, & Manly appearance of Mr Titcomb, I think you would do well to appoint him, but I shall not interfere further than to recommend him – I wrote yesterday to General [David] Waterbury, to Spur him up to reinforce you with all Speed with the Row Galleys. I am confident he will exert himself to Join you as expeditiously as possible. – The Rumour we heard of an Action at New York, proves premature. the Enemy had Embarqu'd from Staten Island, but not Landed again when the last Accounts came from thence – it is positively asserted that The Hessian General had sent to Genl Washington, to know what Treatment the Prisoners of that Principality were to Expect, & was Answerd that they must Expect to be treated as Hirelings – may Health Honour & Success attend You – I am Dear General [&c.]

Horatio Gates

Capt [John] Thatcher of Col: [Heman] Swifts Regt is Just come from Govr Trumbulls where I sent him Express he says You had consented to his Commanding a Row Galley. he seems very fit to do it –

1. Rosenbach Collection, USNAM.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES[1]

[Extract] Crown Point Augt 23d 1776

Dear General I have this minute received yours by Docr [Stephen] McCrea, & am very happy at his arival as I was determined to have Sailed the first fair wind even without a Surgeon, I believe him to be a very good, One. I have borrowed Dr Sparhams Instrum[en]ts. I am glad to hear the Gondalo, & Gally is like to Join me so soon. – I have not the least objection to Captain Titcomb's commanding One of the Gallies I think he had better take the Second he is building as takeing him from his gang before she is finished will retard the business. – I believe Capt. Theatcher a very good Officer & could wish he might take the Command of one of the Gallies which is done . . .

1. Gates Papers, NYHS.

GEORGE WASHINGTON TO JOHN HANCOCK [1]

[Extract] New York, August 23, 1776.

Sir: I beg leave to inform Congress that Yesterday Morning and in the course of the preceding night, a considerable body of the Enemy, amounting by report to eight or nine thousand, and these all British, Landed from the Transport Ships mentioned in my last at Gravesend Bay on Long Island, and have approached within three miles of our Lines, having marched across the Low, cleared Grounds, near the Woods at Flat Bush where they are halted, from my last Intelligence. . . .

By Wednesday Evening's Post I received a Letter from General Ward, inclosing a Copy of the Invoice of Ordinance Stores taken by Captain Manly with the Appraisement of the same, made in pursuance of my direction founded on the Order of Congress, which I do myself the honor of transmitting. [2]

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[1] Fitzpatrick, ed., *Writings of Washington,* V, 476, 477.

[2] The stores appraised were those from the ordnance brig *Nancy,* taken by Manley in Washington's schooner *Lee.* See Volume 2.

JOURNAL OF H.M.S. *Galatea,* CAPTAIN THOMAS JORDAN [1]

August 1776	Sandy Hook N 50° .38W 163 Leagues
Friday 23rd	7 AM Saw a Sail to the Eastwd brought her too, a Schooner from Barbadoes bound to Hallifax, out 22 Days Clear'd by the Governer. at 11 Saw a Sail to the westwd Gave Chace brought too a french Brigg from C. Francois Bound to Dunkirk. Fresh Breezes & fair Wr at 3 PM TKd to the No wd Saw a Sail, bore away Gave Chace, at 5 Fired a shot brought too a Schooner from Boston bound to Hispaniola, Laden with fish Oil Lumber &ca named the *Three friends,* Benj Eldridge mas[te]r, belongg [to] Cape Cod

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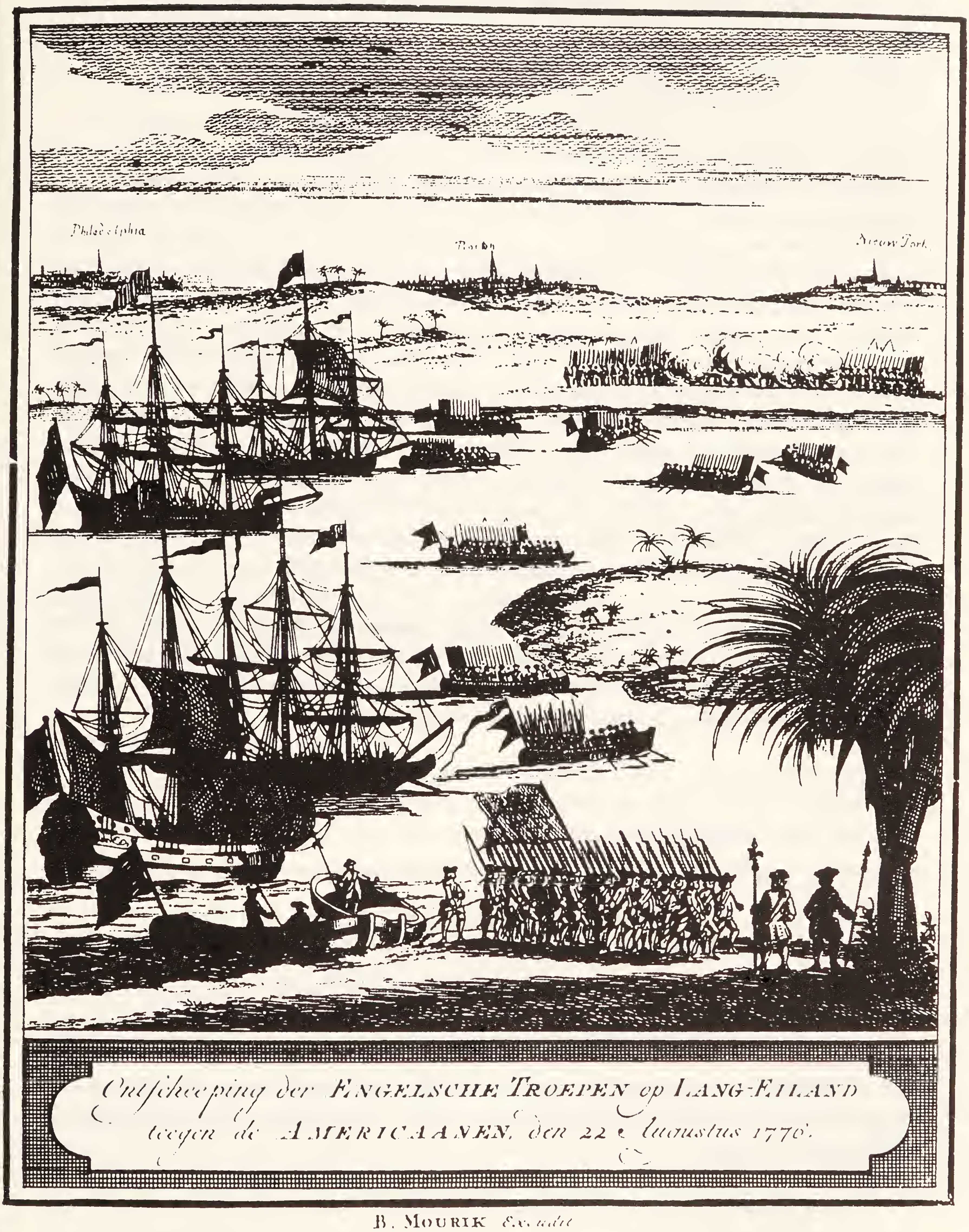
[1] PRO, Admiralty 51/380.

CAPTAIN THOMAS CREGIER TO THOMAS RANDALL [1]

Sir Cranberry Inlet, August 23d, 1776.

I received your favour about four weeks since by the hand of Doctor Boyd, wherein I found you advised me to join Capt. [William] Rogers, but understanding Rogers was gone to the Sound in order to refit, and what more induced me to keep to the southward, was my having expectation of meeting with some of the fleets, who I much expected this way, but have been deprived of that satisfaction. There appeared six sail one day, and seven sail the other day, but they are all large ships under strong convoys, so there was no doing any thing with them, and every day frigates cruising along this coast. Three days ago, fell in with a ship and sloop tender, about ten guns, the frigate being about a mile and a half from the sloop, and was determined to give the sloop battle, but could not bring her to battle. I


Philadelphia
Boston
Nieuw York
Ontscheeping der ENGELSCHE TROEPEN op LANG-EILAND
tegen de AMERICAANEN, den 22 Augustus 1776.

B. MOURIK *Excudit*

Dutch Conception of the British Landing on Long Island, August 22, 1776.

have been assisting in bringing in this and Egg Harbour Inlet, 2 prizes taken from the West Indies by 2 different privateers; one of those prizes I had much trouble with, and, in short, was three days at work getting the other into port, which lay aground on the bar of Egg Harbour, a ship of three hundred tons, laden with sugar, rum and molasses, bound to Bristol.

I am too well informed that your city is invaded by pirates and ruffians, which I hope in God to hear a good account of them, and that very shortly. My provisions grow short, and in a little time shall want a new supply, unless I fall in with some of the enemy's store vessels; but as for that I can not promise myself, but will discharge my duty in the search of them; and as for being supplied by the way of Long island, I believe there is no prospect, as I do imagine the troops intend landing on the said island. My bread is but very indifferent, and does not keep good, although it is aired every fortnight, yet it moulds fast, and believe it never was made of sound flour. You know I laid in only four months' provisions, and you may judge how long what remains will serve me; my people begin to want many articles, and I would be glad if you will send me some cash, as I may furnish them with a little. I have advanced of my own cash to the officers and men, thirty-nine pounds. The custom out of Philadelphia, is to advance half of their wages monthly, and beg you will send me whatever you think proper, and charge the same to me. I beg your advice in every respect, and any instruction given me, shall gladly comply with it. Myself, officers and men, are willing at any time to march to your assistance, on the shortest notice, and am willing to sacrifice both life and every thing to serve my country. Whatever instruction you may have, let me have it by the bearer, my chief lieutenant. I remain with due respect, &c

Thomas Cregier.

To Thomas Randle, Esqr. Member of the
Provincial Congress in New-York, or any
of the Marine Committee.

1. *New York Provincial Congress,* II, 279. Cregier commanded the armed schooner *General Putnam.*

Journal of the Continental Congress [1]

[Philadelphia] Friday, August 23, 1776

Resolved, That the Marine Committee be authorized and empowered to purchase materials, in all such parts of America as they may think proper, for building more ships of war, and that the said committee report to Congress a plan of the ships that should be built in addition to the present navy.

1. Ford, ed., *JCC,* V, 700.

Continental Marine Committee to Lieutenant John Baldwin [1]

Sir

[Philadelphia] August 23d 1776

The Continental Schooner *Wasp* under your command being now thoroughly repaired, well fitted equipped and manned you are immediately to proceed in said Schooner on a Cruize against the enemies of these States. We deliver you herewith a Marine Book by which you will know who are our enemies and also how to conduct yourself in conformity to the Continental Rules and Regulations you have likewise a List of the Agents in the several States to some of whom you must address the Prizes you take.

We deliver you herewith a Letter for a Gentleman in Bermuda which is of much consequence to America. You are therefore to proceed with the utmost expedition to Port Ellis at the Eastend of that Island and deliver the said Letter as quickly as possible, receive from him any others he may send in return, and as you will then be near the best Cruizing ground for West India Ships you may make a Cruize about that Lattitude for such length of Time as your Provisions will enable you to keep the Sea, unless success should tempt you to return much sooner with a good Prize. You must be careful of the schooner her Stores and Materials. Use your people well but preserve strict discipline, treat prisoners if any you make, with humanity and in all things be duely attentive to the honor and interest of America, if you can get any Seamen at Bermuda Ship as many as you can accommodate and bring us the best account you can obtain of the State and condition of that Island, with respect to Provisions, Numbers of Inhabitants what Canon arms &c they have there and enquire particularly after any british men of war, that have been there, that are there, or that are expected.

Should you be unfortunately taken either going to or after you leave Bermuda be sure to destroy all Letters you may have for or from that Island Should you gain any intelligence you may think important you must quit all other pursuits to inform us thereof soon as possible. Wishing you success We are Sir [&c.]

1. Marine Committee Letter Book, 17–18, NA.

LIEUTENANT JOHN HENNESSY TO THE PENNSYLVANIA COUNCIL OF SAFETY[1]

Gentlemen: – Philadelphia, 23d August, 1776.

I am really sorry I lye under the disagreeable necessity of Resigning, thro' the means of my taking a reasonable part (as becoming an officer) w'th Commodore [Samuel] Davison. I am sertain, was I to Continue in the fleet (w'ch I make, no doubt, your Hon'ble board w'd appoint me to some Command,) it w'd be disagreeable to some of the Gentlemen, and for the sake of any more disturbance, I beg leave of your Hon'ble body to request of my Resignation.[2] I am not, upon no acco't whatever, going to Sea in any Private property, but in the service of the Continent, w'ch I think is respectfuller for a man that follow'd the sea, and more service to my Country, than to Continue in River Service. I remain, Gentlemen, wishing the service all the success Providence can bless 'em w'th, Your Hon'rs Most [&c.]

Jos. [John] Hennessy.

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1. *Pennsylvania Archives,* 2nd series, I, 385.
2. *Ibid.,* 261, 304, Hennessy had been commissioned as First Lieutenant of the gondola *Effingham* October 4, 1775, and transferred to the *Arnold* floating battery March 15, 1776.

Journal of the Maryland Convention [1]

[Annapolis] Friday, August 23, 1776

On Motion, Resolved, That the appointment of commanders for the vessels and armed boats ordered to be fitted out by the last convention, be made by the Council of Safety.

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[1] *Maryland Convention,* 11.

24 Aug.

Journal of H. M. S. *Scarborough,* Captain Andrew Barkley [1]

Augst 76 — At a single Anchor in Annapolis [Royal] Harbour

Tuesday 20th — Lights airs & Varble, empd Occasionally.

First part Modte & Clear, Middle & Latter light airs & Varble with a thick Fogg, at 4 PM weigh'd & made sail, at 6 turning down into the Bason, at 7 came too in the Bason with the Best Br in 6 fathms water and veer'd to ½ a Cable, the Gutts Mouth WNW, Goat Island East,

Wednesy 21st — at ten AM came in H: Majys Sloop *Viper* with 2 Sloops; supply'd the *Viper* with Bread, 2464 pounds, Beef 283 Ps Pork 316 pieces, Rice 510 pds. Butter 310 pounds, & Rum 129 Gallons; Fir'd a Gun & made the Signal to weigh, Do weigh'd & made sail with the *Viper* in Co.

First & Middle parts Modte & Cloudy, Latter Modte with a thick Fogg, at 4 PM working through the Gutt in Co with the *Viper* at 7 single Reef'd the TSs & Handed Top Gallt sails at 8 Annopolis Gutt SbE 5 or 6 Leagues at 11 brot too Main TS to the Mast

Thursy 22d — at 2 AM lost sight of the *Viper,* sounded from 38 to 32 fms at 6 wore Ship & lay too as before, at 8 put the Ships Company to ⅔ allowance at 11 made sail, let the 1st reef out of the TSs & set Top Gallant sails at noon set the Fore Topmast studding sail the *Viper* in sight.

First part Modte wr with a thick fogg, Middle & latter Modte & Cloudy, at 1 P. M lost sight of the *Viper* at 5 wore ship, at ½ past 7 came too with the Best Bower in 10 fathms water in the mouth of St Johns River, Cape Respect SEbE½E 2 Leagues, Mushquash Cover head SWbW½W 3 Leagues, & Partridge Island NNE distant 1 mile, found here H: Majy's Sloop *Viper.*

Friday 23d at 5 AM weigh'd and Run further up St John's River, Mush Quash Cove head SEbE 3 Leags Cape Respect SE 4 or 5 miles, & St Johns No b W 3 or 4 miles

First part Modte & Cloudy, Middle Modte & fair latter fresh Breezes & Cloudy at 4 P. M made the *Vipers* Signal for the Captain at 6 fired a Gun & made the Signal to weigh at ½ past weigh'd & made sail the *Viper* in Co at 10 brot too Main TS to the Mast at 11 made sail,

Satury 24th at 4 A M set the Driver & studding sails the *Viper* in Co at 8 the Isle of Holt ESE distant 4 or 5 Leagues.

First part fresh Breezes & Cloudy with Rain at times. Middle Modte & Cloudy, Latter fresh Breezes & Clear, at 2 P. M Hawled down the steering sails, at 3 came too off Fort Cumberland with the Best Br in 7 fathms water & moor'd with a Cable each way, the fort EbN & the Fogin head SW. Anchored here the *Viper* & *Gage* Sloop:

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1. PRO, Admiralty 51/867.

"AT WINDSOR, 40 MILES FROM HALIFAX, NOVA SCOTIA, AUG. 24, 1776" [1]

Declaration of James Young, First Mate, and John M'Kurdy, Second Mate of the *Anne* Transport, on board of which were 100 Men of the 72d Regiment

> That on the 8th of June, they were taken near Cape Ann by four privateers, and carried into Marblehead; that they privately bought a boat and made their escape to Annapolis Royal about a fortnight ago.
>
> That the rebels have four forts, at or near Marblehead, but keep a guard only in one of them, where there are thirty pieces of cannon, two of which are forty-two pounders, which they brought from Boston; the trunions being broke off, they have fixed them in wooden stocks, and mounted them on carriages.
>
> That there are two large ships at Newburyport, rigged, but no guns or men: [2] A brig of fourteen guns at Salem, and one at Portsmouth, ready for sea.
>
> That the *Dispatch* Schooner, of five guns, was carried into Salem the latter end of last month, by a sloop of 14 guns. The Captain, [John] Goodridge, and his brother, the mate, killed. The master lost his arm, and five out of eight seamen killed. [3] That the surgeon, a Mr. Charley, is at Marblehead.
>
> That eight ships from the West Indies have been taken.

That they are fitting out one of them, which was a Spanish frigate, to carry 20 guns.

That a ship belonging to one Reid, [James] Kennedy, master, that sailed from Halifax with Gen. Howe, is taken. That Mr. Benjamin Davis, and several others were passengers, and that they treated Mr. Davis very ill.[4] That they do not give the prisoners sufficient provisions, but offer them good wages to enter on board their privateers, and that many do enter.

That the rebels had, for some time, a flag flying in Nantasket-road, to decoy vessels in, and that as their men were coming out of Marblehead, they saw a large ship going in, which they took to be a transport.

That the congress have promised the masters of the prizes, that they shall have leave to go away the 11th of September.

That the people in the country were in great distress for want of provisions, much discontented, and say, they do not like this sort of liberty.

That there are very few in arms at Boston, and only a few artillery at Castle William.

1. *London Chronicle,* October 10 to October 12, 1776.
2. The Continental frigates *Hancock* and *Boston.*
3. The *Dispatch* was taken by the Massachusetts state sloop *Tyrannicide.*
4. The ship *Peggy.*

The Freeman's Journal, SATURDAY, AUGUST 24, 1776

Portsmouth, Aug. 24, 1776

Capt. Francis Brown, who arrived here last Sunday, in 9 weeks from Amsterdam, laden with drugs, dry goods, spices, &c. &c. informs us he saw a fleet of about 30 sail (which he took to be Howe's) the 31st of May, in the English Channel – He could procure no public papers on any terms.

Last Tue[s]day the *Nelly Frigate,* of London, Capt. Lyonel Bradstreet, commander, last from the Bay of Honduras, with 126,000 feet Mahogany, 40 tons Logwood, and a number [of] fine Turtle, was sent into this Port, by the *Hancock* and *Franklin* Cruizers – She was taken in Latt. 38 00 N. Long. 65 06 W. out 10 Weeks.[1]

We are desired to Inform the Public, the Account in last Week's Boston Papers concerning the taking the Ship *Reward* (bro't into this Port) by S[t]ratagem is a mistake; as she was chased from one o'Clock P.M. till 12 next Morning, when she struck to the *Hancock* privateer.[2]

1. The *Nelly Frigate* was captured by Washington's schooners *Franklin,* Captain John Skimmer, and *Hancock,* Captain Samuel Tucker, on August 6, 1776. She was libeled against on August 23, *The Freeman's Journal,* August 31.
2. See *New-England Chronicle,* August 15, 1776.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide,* CAPTAIN JOHN FISK[1]

Remks on Satterday 24th of August 1776

5 [A. M.] Pleasant weather

6 Down all sails saw nothing of our Chaise
12 Hasey weather

Lattd in 36d 21m Longd in 61d 21m

At 1 P M saw a sail to the S E gave Chaise

At 5 spake with the Chaise a french snow from Porteprince bound to Burdox 30 days out tack ship stood to the northward squally

---

1. John Fisk Journal, AAS.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence*, CAPTAIN JABEZ WHIPPLE [1]

Remarks On Saturday August 24 1776

Last part Wethear as Pr Logg

Good Observation

The First Part heavea Sqales Thunder and Lighting

Lasted one our Then Pleseant

Saw a Stran[ge Ship] Wee out Reef Sot F Jibb thick Wethear to the Southward Reft M Saile Took Bunnitt of[f] the head Sales

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1. *Independence* Journal, RIHS.

"A JOURNAL KEPT BY EPHRAIM BRIGGS ON BOARD OF THE GOOD SLOOP *Warren* A BOLD PRIVATEER FROM DARTMOUTH TO THE LATTD OF 33:" [1]

Saterday August the 24 Day A D 1776

First Part 3 A Clock Hald From the Wharfe the Wind at SW.

A Fine Brease Run Down A Brest with Clarks Pint Ancord

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1. RIHS. The *Warren*, Wyatt Barlow, master, was a Massachusetts privateer of six guns and fifty men.

OWNERS' REQUEST FOR A PRIVATEERING COMMISSION FOR THE RHODE ISLAND SLOOP *Lady Washington* [1]

Sir, Newport August 24th 1776

We the Subscribers all of the County of Newport in the State of Rhode Island &c. request your Honor to grant a Commission or Letters of Marque and Reprisal to James Godfrey – Commander of the Sloop call'd the *Lady Washington* of which we are Owners. She is burthened about Seventy-Tons carries Eight Carriage Guns Three Pounders and Ten Swivel Guns manned with Seventy Men, and fitted with a suitable Quantity of Muskets, Blunderbusses, Cutlasses, Pistols, Powder Ball and other Military Stores. She hath on board Thirty barrels of Beef and Pork Two Tons – of Bread with some Flour, Rice, Beans, Pottatoes &c. Henry Weedon is First

Lieutenant and Daniel Sewat is Second Lieutenant and Thomas Cotterel is Master. We are with great Respect Sir [&c.]

Lemuel Wyatt
Thomas Earl
Sam^l Browne
Sam^l Vernon Jr.
John Cog. Almy
Ja^s Godfrey

Bill Coggeshalle
August Newmen
Nathaniel Gyles
Henry Weeden
John Cook

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1. Maritime Papers, Letters of Marque, 1776–1780, R. I. Arch. Commission and Instructions were issued by Governor Cooke the same day.

Colonel Joseph Reed to Governor Jonathan Trumbull [1]

Sir There can be no doubt that before this reaches you you will have heard that the Enemy have landed a considerable body of men on Long Island within 7 miles of our Lines. We cannot yet determine whether the main body of the Army is landed with a view to make a general attack on that side, or whether it is a large detachment sent to draw off our attention from this place while they proceed up with their Fleet and principal Force – The success has been various in the little skirmishes we have had, but our Troops have generally drove them back.

Before his Excellency rode out this morning he directed me to acquaint you with our Situation, and to submit to your consideration, whether it would be possible to transport a body of men (say 1000) to Long Island below the Enemy with a view to divide their Force and make a diversion – His Excellency is not insensible that a great part of the Western Militia are now in this Camp, but he supposes it might be possible that the Eastern Militia might be employed in such a service. I should illy express the General's intention, if what I have said should be construed into an order or even a request, unless in your own judgement & those with whom you think proper to consult, it should stand fully approved: nor will our operations be governed in the least by a dependence on such a measure. But at the same time the great advantages arising from it are so extremely obvious that I need not enlarge upon them.

I have the honor to present you with the Genls respect and to assure you that I am [&c.]

Head Quarters N. York Augt 24th 1776

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1. Trumbull Papers, XXIX, Letter Book IV, 334, ConnSL.

Journal of H.M.S. *Galatea*, Captain Thomas Jordan [1]

August 1776 Sandy Hook No 30°:38W 163 Leagues

Saturdy 24th Saw a Sail to the wd 5 Brought too the Chace a sloop from St Crist[ophe]r for Hallifax Named the *Patsey*.

Fresh Breezes & Cloudy at 1 PM TKd at 4 Brought too the *Two Brothers* Schooner from Chingotaigue bound to the

West Indies Benj Chew mastr Laden with Tobacco & Indian Corn. These 24 hours the Prize in tow.

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[1] PRO, Admiralty 51/380.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON [1]

Augt [17]76 Cape Henlopen WBN 14 Leagues

Saturday 24 at 5 AM saw the Land at 7 Henlopen Light house West 2 Leagues.

Mod: & fair at 2 P M came too with the Best Br in 10 fm in old kil road, Light house on Cape Henlopen SBEt sent a Flag of truce on shore wth 41 Prisoners [2] at 6 weighed & came to sail Close Reef'd Topsails

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[1] PRO, Admiralty 51/4279.

[2] The journal of Bartholomew James reads: "On the 13th of August the *Orpheus* arrived from her cruise with seven prizes, and on the 14th I joined my ship, having been absent from her ten weeks. On the 16th we weighed and made sail towards Philadelphia, having this morning buried Mr. Lee, surgeon's second mate, and on the 24th we arrived at Cape Henlopen, where I was sent on shore with a flag of truce, to land forty masters of vessels, that had been taken by the different ships of war. I was received by a body of militia, who cut a most despicable figure, and who, in return for our civil treatment of their friends, gave me three cheers." John Knox Laughton, ed., *Journal of Rear-Admiral Bartholomew James 1752–1828* (London, 1896), 29. Hereafter cited as Laughton, ed., *James' Journal.*

MARYLAND COUNCIL OF SAFETY TO GERRARD HOPKINS [1]

No 164.

Sir, We send you up by Captain [Thomas] Walker who commands the small Tender belonging to the *Defence* some Powder he has brought up from Virginia, the quantity you will be pleased to take a particular Account of and give Captain Walker a Receipt for; – The powder is to be Stored in Some convenient place in or near Baltimore Town, until the Magazine can be compleated – you are to send down Forty half Barrels of Musquet Powder by the Schooner *Resolution,* also send by her whatever has been heretofore ordered to be sent and not already complyed with. –

We desire you would apply to Captain Nathaniel Smith and enquire whether there be any Cannon at Whetstone Point not mounted that can be spared if there should be; send them down here by the Schooner *Resolution.* – also the Skow purchased by Jesse Hollingsworth – we are informed there are some, Nine and Eighteen Pounders not mounted lately brought down We are &c:

P.S. Send also any Shott that may be ready –

[Annapolis] 24 August 1776.

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[1] Council of Safety Letter Book, No. 1, Md. Arch. Hopkins was Commissary of Stores at Baltimore.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Saturday 24 August 1776. –

Ordered that a Warrant Issue to Messrs Dixon & Hunter for the use of Neil

McCoul for Three hundred and fifty Pounds it being for the purchase of the Schooner *Hornett.* –

1. Navy Board Journal, 46, VSL.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY [1]

[Williamsburg] Saturday. August 24th 1776.

A Permit was issued to Captain John Southcomb of the Lugger *Rambler* a Square Stern Vessell burthen forty Tons, built in Gloucester, the property of John Dixon & William Patterson & laden with Tobacco and Flour Per manifest filed to proceed to Saint Eustatia, or other ports allowed of by Congress, the said Captain having entered into and acknowledged Bond with Security for the purpose, which is ordered to be registered.

Ordered that Captain Richard Johns of the Schooner Pilot Boat, *Greyhound* be desired to receive the Chevalier D. Harincourt as a Passenger to Martinico, and provide for him as a Gentleman at the expence of this Commonwealth. [2]

A Permit was issued to Captain Thomas Roberts of the Schooner Boat *fifth Regiment* Burthen twenty five Tons, the property of Josiah Parker and Company of Virginia laden with Tobacco and Corn as Per manifest filed to go to Curracoa or other port or place allowed by Congress, he having executed Bond with Security which is Ordered to be recorded.

1. McIlwaine, ed., *Journals of the Virginia Council,* I, 132, 134.
2. See Journal of the Council of Safety, July 19, 1776. Volume 5, 1146.

VIRGINIA NAVY BOARD TO COLONEL FIELDING LEWIS, FREDERICKSBURG [1]

Sir, Williamsburg August 24th 1776

Your Letter of 21st Instant we have receiv'd and according to your Desire have sent you one thousand Pounds by Capt Richard Taylor We desire the Galleys may be sent round to Queens Creek on York River as soon as they have every thing else on Board fit for a cruise where we will endeavour to provide the Cannon wanting for one of them the four threepounders you mention we will procure for you as soon as possible. I am for the Board [&c.]

Thomas Whiting 1st Commr

1. Navy Board Letter Book, VSL.

DIXON AND HUNTER'S *Virginia Gazette,* SATURDAY, AUGUST 24, 1776

Williamsburg, August, 24.

Master Alex. Silver, a little Gentleman who was taken at Norfolk gathering strawberries in a garden, and discharged, and again taken at Gwyn's island, in the sloop *Lady Charlotte* tender, and who is said to be a relation of Capt. Squire's, [1] was put to school in this city by order of the Council, and is now very happily situated.

1. Captain of H. M. Sloop *Otter.*

JOURNAL OF H.M. SLOOP *Otter,* CAPTAIN MATTHEW SQUIRE [1]

August [1776] [Off the North Carolina Coast]

Saturday 24 At 2 A M clewed up Topsails & up Courses, in 2 Reefs. At 6 A M out reefs. at 10 saw a Sail in the SW & gave chace. Light Breezes & cloudy.

At 2 P M fired several Shot at the Chace. At ½ past 3 P M sent the Pinnace manned & armed after her. Found her a Brig from Lisbon for Philadelphia, load with Salt. Took the Master & Men onboard & sent a Petty Officer & Men on board to navigate her.

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[1] PRO, Admiralty 51/663.

PROTEST OF JOHN BYNOE, MASTER OF THE BRITISH BRIGANTINE *Betsey* [1]

Bermuda. als Somer Islands } By His Excellency George James Bruere Esqr Governor, Commander in Chief and Vice Admiral of these Islands –.

To all to whom This Present Writing or Instrument of Protest shall come or may concern Greeting.

Know Ye that this twenty fourth day of August in the year of our Lord one Thousand seven hundred and Seventy Six, before me personally appeared John Bynoe Master of a Certain Brigantine called the *Betsey* who Solemnly made Oath on the Holy Evangelists of Almighty God that he arrived in Virginia from the Grenadoes in His Brigantine on, or about the Twenty Second day of October last past, that he landed some part of his Cargo, and kept some Rum & Sugar on board belonging to the owner; that soon after he was directed by His owner to get the Vessel in Order to proceed to Bermuda to carry him there & that she might be repaired in that Island, that he accordingly took on Board, some Plank and other Necessary Articles for the use of the Vessel, and was ready to proceed when the Provincial Troops came to Norfolk, that he understood his Owner Doctor Archibald Campbel was gone to Williamsburgh by Order of Colonel [William] Woodford, that in his absence David Anderson his Clerk, sent Sundry Articles, chiefly Household Furniture on board, belonging to said Campbell; who told him, he apprehended them unsafe in Town, as they expected it would be destroyed, that Lord Dunmore and the Capt of the Kings Ships put all the Vessels in the Harbour under their Directions, that after the Arrival of his Owner from Williamsburgh he understood he had applyed for Leave to get his Vessel and Effects out of the Fleet, but without Success, that soon after an Order was Issued out by Lord Dunmore forbiding all Species of Goods to be landed under the Penalty of Confiscation of Vessel and Cargo, that he remained with the Fleet during the diferent movemen[ts] in Virginia untill the thirtieth Ulto when Lord Dunmore sent for the Captain[s] of the Vessels in the Fleet on board him and told them that they were at Liberty to proceed where they pleased, accept [*sic* except] to the Continent And that he would furnish them with a Clearance to prevent them from being taken by the Kings Cruisers, that he obtained a Clearance from him, and gave the same to all the other Vessels, that he Sail'd for these Islands of Bermuda on the Sixth Instant in Company with the *Otter* Sloop of War & many other Vessels in Order to meet his owner; that on the Twenty second of the same Month (August) in sight of the said Island, he was brought too by the *Andrew Dorear* an Armed Vessel belonging as he understood to the Continent of America Commanded by Capt Bidle, that he was ordered on board & that some Officers & part of the Crew belonging to the said Armed Vessel went on board of his Brigantine, & carried away Sundry Articles the Property of said Campbell to wit, one Hogshead of Rum, one Sixty Gallon Cask of old Rum, two Quarter Cask of Wine, one hogshead & part of a Hogshead of Sugar sundry Articles of Household Furniture such as Beds Picktures, looking Glasses, a Clock, Pewter, one Table, some Glass, & Stone Were & many other Articles together with a Box of Books & Papers, also five Negro Men Slaves, three of which, to wit Ben Jack & Phil belonging to the Estate of John Gilchrist, and [blotted] Luke belonging to sd Archibald Campbell, which were all the Men he had to Navigate his Vessel, that he was then ordered on board his Brigt & allowed to proceed & by the Assistance of John Marshead a Passenger he Carried the Brigt to Bermuda, that he knows Many of the owners of Vessels & Goods in that Fleet, who now live in Virginia but could not get their Property out of the Fleet, Wherefore the said John Bynoe for himself his Mariners, Owners & Freighters & all others whom it doth or may Concern does hereby Protest against the Matters aforesaid & all damages occasioned or Sustained thereby as also against all Costs, delays disappointments, Expences and other Matters & things wch can or may lawfully be protested against in as Large & Ample Manner as the same can or may be done by Law or form. And Persevering in the said Protest the said Appearer hath hereunto set his hand the day and Year first within written –.

John Bynoe

This done and Protested before me the Governor & Vice Admiral aforesd. In Testimony whereof I have hereunto set my hand & Caused the Great Seal of these Islands to be affixed the day & year aforesaid.

George Ja^s Bruere

By His Excellency's Command.
Jn^o Randle D: Secy

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1. Book of Bonds, Deeds and Grants, No. 14, 395–96, Bda. Arch.

INTELLIGENCE FROM ANTIGUA [1]

St. John's, (in Antigua) August 24.

This morning arrived in this harbour, the sloop *Elizabeth,* Robert Burchall commander, from Tortola, bound for Newfoundland, which vessel with those undermentioned were taken by a Pirate schooner fitted out in Maryland, called the *Enterprize,* of 12 guns and [30] men, commanded by a James Campbell, the sloop was returned in order to convey those who were not wanted to assist in the navigation of the vessels so taken, viz.

Ship *Lancaster* [*sic Lancashire*], Capt. Jones, for Liverpool, — brig, ——, —— from Grenada for Ireland, — ship *Black River,* Capt. Currie, from Dominica for Bristol, – brig ——— ——— from St. Croix for Dunkirk, belonging to Guernsey — snow *James,* Isaac Higgins, from this Island for Lancaster — the brig *Marriot,* Capt. Hammond from Barbadoes for Cork was spoke with by Capt Higgins in lat. 28, and when the pirate took possession of his vessel a brig was in sight, to which they gave chase.[2] The Captain of the pirate informed the prisoners that the American Rebels had declared themselves independent before he sailed.

The following receipt was taken on board the pirate.

> I Do hereby acknowledge to have received of Capt. James Campbell of the *Enterprise* privateer of Maryland, the sloop *Elizabeth* taken by him some days ago, on the following conditions, viz.
>
> That I shall land Mr. Thomas Willock[3] and such other people as said Campbell shall send on board, at Antigua, and there deliver to the said Mr. Thomas Willock, all the cargo I now have on board, to be by him divided among[st] the mates and crew of the snow *James,* also taken by said Campbell, in such proportion as the said Mr. Thomas Willock shall find upon enquiry, the said cargo may be as to the loss of every individual of said [illegible] crew, and the vessel to be delivered to the former owner, which conditions I promise to fulfill; and do now hereby voluntarily subscribe the same this 13th of August 1776.
>
> Robert Burchall
>
> Witness. James Hankinson.

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1. *Pennsylvania Journal,* October 9, 1776. Reprinted from an Antigua newspaper.
2. The snow *James* was retaken by some of the prisoners on board her, and the prize master and four of the men of the prize crew were placed on board a tender from H. M. Sloop *Nautilus* at Bermuda, *Public Advertiser,* London, October 1, 1776. See also journal of the *Nautilus,* August 22, 1776.
3. Willock was a passenger on board the *James.*

25 Aug. (Sunday)

"Extract of a Letter from Halifax, Aug. 25." [1]

The *Yankee Hero* Privateer, was sold here for 850 l. Sterling, to the Hon. John Butler, Esq; who has fitted her out to cruize against the Provincials. The *Liverpool* Man of War has been very succ[e]ssful in taking and retaking of Vessels, one of the latter, called the *Nevis,* from the Island of Nevis, and said to be worth 20,000 l. Sterling, he retook just as she was entering Boston Harbour; t'was in the Night, but Moonlight, when the Prize-master being asked by one of the *Nevis*'s People how far it was to Boston Harbour, told him he was only going down to make a Cann of Grog, and he would see it perhaps before he came up again; in five Minutes after this the *Liverpool* hove in Sight, and fired a Shot into her, and on her not bringing to, a second, and a third, when she thought proper to strike to the

Liverpool, who conducted her safely into this Port; where have been brought upwards of thirty Vessels taken from the Rebels, including the retaken ones.

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1. *Public Advertiser,* London, October 25, 1776.

MASTER'S LOG OF H.M.S. *Milford* [1]

August 1776 Thatchers Island North 2 or 3 Leags

Saturdy 24 At 5 AM saw a large Ship in the NW Quarter standg to the So ward, made Sail and gave Chace, at 8 Tack'd Ship and stood to the No ward as did the Chace

Fresh Breezs and Cloudy between 2 PM & 4 fir'd 20 Shot at the Chace run her close in under Marble Head Forts the Forts fired several Shot at us, fired 15 Shot more at the Chace at 5 Tkd and stood out the Chace working up the Harbour [2]

Sundy 25 at ½ past 12 saw a sail close under the Land, gave Chace, the Chace ran into Braces Cove, hoisted out the Cutter & Pinnace manned and Armed, the Provincials quitted her and went on shore, where they gather'd together to fire at our Boats as they boarded the Vessel on which the Attack began with small Arms, cut the Brig from her Anchors and towed her out the Rebels continually firing on our Boats, the Ship continually firing on them, she proved to be the *Diana* Wt Indiamn, for Cork had been taken by the Rebels,[3]

at Noon gave Chace to the Et ward.

Little wind and Clear at 2 Fired a Shot and brought too the Chace sent a boat onboard & took possession proved to be an American Wood Sloop for Boston, made Sail and stood to the Et ward at 10 parted Company with the Sloop and sent her to Hallifax

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1. PRO, Admiralty 52/1865.
2. Ship *Isaac,* 400 tons, prize of Massachusetts privateer sloop *Warren,* Captain John Phillips.
3. The *Diana* had been taken early in August by the Massachusetts privateer sloop *Rover,* Captain Simon Forrester of Salem. She was libeled against in the Halifax Vice Admiralty Court on September 14, Vice Admiralty Register, vol. 5, 1769–1777, N.S. Arch.

WILLIAM KNOX TO COLONEL HENRY KNOX [1]

[Extract] Boston August 25th 1776.

. . . The *Milford* Frigate of 28 Guns came to our Bay yesterday, the last evening a Ship tis said very narrowly escap'd falling into her hands, she (the ship) put into Marblehead with all sail, had she had two miles further to have gone, she must have been inevitably lost as the *Milford* was just at her Stern; this morng. we heard a very heavy firing of[f] in the Bay since which we have an accot of the Frigate's having takeng a Schooner from which she took all the hands & then Burnt her – 'tis said the Council has sent an expresses to Newbury & to the other seaports where there are Continental Frigates with orders that such of them as are only waiting for Guns, shall have them from the Forts for the purpose of coming round to attack the *Milford* immediately; if so we shall have some sport here soon, but I dont think its true. Capt Hector McNeal Commands one of the Newbury Frigates of 32 Guns call'd the *Boston*, Capt Manley the other. . . .

[1] Henry Knox Papers, MassHS.

ABIGAIL ADAMS TO JOHN ADAMS [1]

[Extract] Boston August 25 1776

The privateer *Independance* which sailed from Plymouth about 3 weeks ago has taken a jamaca man laiden with Sugars and sent her into Marblehead last Saturday. I hear the *Defence* has taken an other.

I think we make a fine hand at prizes.

[1] Butterfield, ed., *Adams Family Correspondence*, II, 106–08.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence*, CAPTAIN JABEZ WHIPPLE [1]

Remarks On Sunday August 25, 1776

Betweene Ten & 11 Spoke with our Prise Brigg the man at Mast head Caled out Sales Brigg & a Sloop hire Cost N.E [2]
Lattd 38.00 Londg in 62.10
The First heavy Squales Large Sea Compeny with our Prise

[1] *Independence* Journal, RIHS.

[2] *Ibid.*, the rough log explains this jumble of words thus: "Between 10. & 11. Spake Our Prize Brigg Who Informd us She saw a Sloop Chase the Ship Our Prize."

NATHANIEL SHAW, JR.'S ACCOUNT OF FRESH MEAT SUPPLIED THE CONTINENTAL BRIG *Cabot* WHILE IN NEW LONDON HARBOR [1]

1776 The Brig *Cabot*	Dr
To pd for Fresh Meet from June 26th to 16th July	£23.16..–
To 17th 212 lb Mutton @ 3d	2.13..–
To pd for do from 19th to the 24th July	7.17..6
To pd for do from 25th to the 28th July	5.19..9
To pd for do from Augt 1st to the 5th	5..8..3
To pd for do. from the 7th to the 8th	2..2..9
To pd for do from the 9th to 14th Augt	6.12..5
To pd for do the 6th Augt	0.16..9
To pd for do from the 15th to 22d	9..7..6
To pd for do from the 23d to 25th	4..3.10¾
Charged to the *Cabot*s Accot	£68.17..9¾ [2]

[1] Shaw Papers, Book 9, 10, YUL.

[2] *Ibid.*, Shaw also prepared an account on August 24 for meat supplied the Connecticut brig *Defence*.

JOURNAL OF H.M.S. *Asia*, CAPTAIN GEORGE VANDEPUT [1]

August 1776 Moor'd off Staten Island
Sunday 25 A M the Signal for a Lieut sent the Flat Boats to carry the

Hessians from Staten Island to Long Island – dried Sails
Fresh Breezes with Rain at times

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1. PRO, Admiralty 51/67.

John Adams to Abigail Adams[1]

[Extract] Philadelphia August 25. 1776

We are now approaching rapidly to the autumnal Æquinox, and no great Blow has yet been struck, in the martial Way, by our Enemies nor by Us. If We should be blessed this Year, with a few Storms as happy as those which fell out last Year, in the Beginning of September, they will do much for Us. The British Fleet, where they now lie, have not an Harbour, so convenient, or safe, as they had last Year. Another Winter will do much for Us too. We shall have more and better Soldiers. We shall be better armed. We shall have a greater Force at Sea. We shall have more Trade. Our Artillery will be greatly increased, our Officers will have more Experience, and our Soldiers more Discipline – our Politicians more Courage and Confidence, and our Enemies less Hopes. Our American Commonwealths will be all compleatly form'd and organized, and every Thing, I hope, will go on, with greater Vigour.

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1. Butterfield, ed., *Adams Family Correspondence,* II, 108–10.

Master's Log of H. M. Armed Vessel *Cherokee*[1]

August 1776 Moored in Savannah River

Saturday 24 at 11 AM sent five Seamen wth small Arms on board the *Ravens* Tender Do she sailed in Chace of a Vessel in the Offing which we took to be a Sloop Standing to the ENE Do Loosed sails to Dry

Fresh breezes and fair Wear at 11 PM the *Ravens* Tender returned having Lost sight of the Chace

Sunday 25 at 8 AM mann'd and Armed our boats and sent them In Compy wth the *Ravens* boats in Chace of a boat in the No Channel of the river at 11 the boats returned wth the Chace two white Carpenters in her

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1. PRO, Admiralty 52/1662.

Journal of H. M. Sloop *Nautilus,* Captain John Collins[1]

August 1776 Moor'd of[f] Saint Georges Town Bermuda

at 3 A M Unmoor'd ship sett up Lower & Topm RiggingFriday 23d
Squally with Thunder &c. Recd fresh Beef

Saturday 24th ½ p 5 A M Weigh'd & Came to Sail out of St Georges Harbor Passed by In the Entrance of the Harbor an English Brig & Spanish Snow.

Strong Gales & Squally with Rain Saw a sail to the southward and Chaced Do fired 2 Shot and Brot Too a Spanish

Polackta [polacre] ½ p 7 in 2d Rf TSails Lost the Log and one line ½ past 9 Handed the Topsails ½ p 11 Saw the Land bearing NWbW.

Sunday 25 Sett Close Rft TSs

Fresh breezes and Squally, at 3 P M Came too in Castle Harbr wt the B B in 5 fm Veered & Steadyed the Ship with a Kedge Anchor.

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1. PRO, Admiralty 51/629.

VICE ADMIRAL CLARK GAYTON TO CAPTAIN STAIR DOUGLAS, H.M.S. *Squirrel*[1]

(Copy)

Whereas I have receiv'd Intelligence that there are several Arm'd American Privateers Cruizing in the Windward Passage particularly about the Caicos's where they are Supplied with great quantities of Gun Powder & Ammunition by Vessels under French Colours.

You are therefore hereby requir'd & directed to proceed with his Majestys Ship under your Command together with his Majestys Schooner *Porcupine* (whose Commander is directed to follow your orders) into the Windward Passage & Cruize to intercept those Vessels, which if you find Impracticable you are in that case to Cruize where you may think most likely to intercept them; avoiding as much as possible coming within Sight of the Island of Hispaniola, useing every means in your Power to Distress the Rebellious North Americans

If during your Cruize you should be in want of Water, and cannot compleat without puting into the Island of Hispaniola you are to make the best of your way for Jamaica

You are to return and Join me in this Harbour by the Middle of October, or sooner if any unforseen Accident should require it such as springing a Mast &c &c, or by gaining any Intelligence which you may judge Necessary for my immediate Knowledge, or should you Seize a Number of Vessels, & think proper to come into Port to take onboard your own People again, in either of those Cases; you are to return with the utmost expedition for which this shall be your order.

Given under my Hand onboard His Majs Ship *Antelope* in Port Royal Harbour Jamaica this 25th August 1776

Clark Gayton

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1. PRO, Admiralty 1/240.

26 Aug.

JOSHUA WENTWORTH TO GEORGE WASHINGTON[1]

Sir, Portsmouth Augst. 26, 1776

I have the pleasure to advise the arrival at this Port a Prize Ship named the *Nelly Frigate* (Lyonel Bradstreet Mastr) from the Bay of Honduras for

London, Lading with a Cargo of 120,000 feet Mahogany Logs, and Thirty Tons ship't & un[illegible] Logwood, sent in by the *Hancock* Capt Tucker & the *Franklyn* Capt Skimmer, in the service of the United Colonies. The Vessel & Cargo the property of Inhabitants of Great Brittian, I have Libled her & shall persue to Trial &ca

The Trial on the recapture of the Brig. *Elizabeth,* taken by Comr Manly & others in the service of the Continent & bound for Halifax, ended the 22d Inst The Jury acquited her & Cargo, which appearing so directly Contarary to the Resolves of Congress & the Law of this Colony; That I conceiv'd it my Duty to appeal; in Justice to the Continent & Captors, which I hope Your Excellency will approbate. Part of the Claimants (notwithstanding the verdict is in their favor) are desireous of compromiseing with the Captors, and offer them their full Quota, of Salvage Which is, the one third of half the Value of Vessel & Cargo, we havg establish'd that the Enemy were [in] Possession more than ninty six hours, but the flagrant error in the Jury, forbid my conceedg to any compromise, for the Captors, as in that Case I must have surrender'd the Just Claim of the Continents, added to which there was taken with said Brigt a Mr [William] Jackson, a Mr [Edward] Keighley & Mr [Richard] Newton passengers with their Effects, & those Effects are Intended, as the resolves of Congress express to supply the enemy, & become forfited yet th[ey] were releas'd with the rest of the Cargo – Each claim is seperate, shou'd Your Excellency recommend my compromisg with those Claimants who are Esteem'd friendly, I shall Comport with it, but as your last favor desired my persuing the line of Duty pointed out by the Laws of the Continent I shall steedily attend toe them, until otherways directed – From a Principle of Humanity I cou'd wish the suffering Claimants cou'd be releived, but I think it out of the line of my Duty to help them – In a few days I shall forward the appeal to the Secretary of Congress and fully advise him thereon, and shou'd he think it necessary Shall attend the Trial at Philadelphia or elswhere that may be appointed

The *Nelly Frigate* is a Ship of 305 Tons mounts 2 three pounders & 4 Two pounders.

This Eastern Country are anxiously concern'd for Your Excellencys Success in the Important Battle, expected to have taken place 'ere this; whi'h God Grant has terminated in favor of this Distress'd Country. – remaing with due Respect [&c.]

Josh. Wentworth

shd not have troubled your Excellency w[it]h this business cou'd I devine where my friend Mr [Stephen] Moylans residence is until wch Yr Excellency will excuse me

1. Washington Papers, LC.

PETITION OF WILLIAM PRINGLE TO THE MASSACHUSETTS COUNCIL [1]

The Petition of William Pringle late Commander of Ship *Anna Maria.* — Humbly Sheweth

That on the 5th July last, your Petitioner, in the Ship *Anna Maria,* of which he was Master, bound from Barbadoes to London, was taken by the Private Sloop of War, called the *Revenge*, Commanded by Capt Joseph White, and about the 18th of said Month brought into Salem. —

That your Petitioner, having a Family in England, must make it very distressing, both to him and them to be destained in this Country. —

That your Petitioner before he left Barbadoes, had bought and forwarded home, Bills of Exchange to a very considerable amount; which Bills were drawn on the strength and Credit of the Sugars on board the said Ship *Anna Maria;* which Bills will now of course be protested, and if your Petitioner should not get home soon, so as to obtain Security for the payment of them, he may probably entirely lose the Money.

That your Petitioner being detained here, will be very detrimental to his affairs on many other Accounts: and his extream anxiety of mind, which he must necessarily be under, arising from his being separated from his Family and Friends, and in a Country where he is an entire Stranger (tho' treated with great kindness and humanity) he apprehends will greatly injure and impair his health. —

Your Petitioner's humble Prayer therefore is that the Honorable Board would be pleased to permit him to take passage for England in the Ship *Creighton,* lately purchased at Boston [2] by Capt William Ross, who was Passenger on board and taken in the Ship *Zachary Bayley.* —

your Petitioner further prays that Mr George Delano, a young Gentlemen who is a near Relation to the principal Owner of the said Ship *Anna Maria,* and took the Voyage for his health, together with his Servant, may also have leave to take passage with your Petitioner, in the said Ship *Creighton.* —

And your Petitioner as in duty bound shall ever pray

Will^{m} Pringle

Salem August 26th 1776

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[1] Mass. Arch., vol. 165, 159–60.

[2] The *Creighton* was advertised for sale at public vendue at the American Coffee House in King Street, Boston on August 16, *New-England Chronicle,* August 15, 1776.

JOURNAL OF H.M.S. *Liverpool,* CAPTAIN HENRY BELLEW [1]

Augt 1776	Do [Cape Sambro] No56Et 82 Lgs
Sunday 25	at 7 AM brot too ½ past made Sail soundd several times, various sorts of gr[oun]d.
	Modr Breezes, latter squally, gave chace to a sail Et wd
Monday 26	at 9 AM split the Jibb, bent a nother, Set Studdingsails, fird several Shot to bring too the chace which proved to be a Con-

tinental Congress Privateer, belonging to the Rebels of 8 Guns and 42 men, empd shifting the Prisoners[2]
first part fresh Gales, with shours of rain, midle and latter fresh Breezes, and Cloudy – at P M split main Topsl close reef'd and handd Topsls brot too under the mizn staysl at 3 down Topgallt Yds bent another Mn Topsl at 5 hauld the mizn out and hoisted the Fore Topmast staysls

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[1] PRO, Admiralty 51/548.

[2] Washington's schooner *Warren*, Captain William Burke.

Muster Roll of Washington's Schooner *Warren*[1]

August 26, 1776 Taken the *Warren* Armed Privateer

Names	D., DD., or R.		Whither
Willm. Burke	D.	8 Octr	Lark
Thos. Lewis	D.	10 "	Bologne
James Dennis	D.		
John Lewis	D.		
Wm. Newman	D.		
Ebenezr. Hogg	D.		
Dens O'Brien	D.	10 "	S.B. (328)
George Ashby	D.	10 Oct	Bologne
Jacob Oaks	D.		
Pickerin Collins	D.		
Saml Legroe	D.		
Henry Goard	D.		
Amos Dennis (1)	D.	10 Oct	Bologne
Isaac Wadden	D.		
James Dennis	D.		
Saml. Brown	D.		
Petr. Bernard	D.		
Christr Slowman	R.	10 Oct	Halifax
John Hartley	D.	10 "	Bologne
Rd. Moncrief	D.		
Geo. Stanley	D.		
Lazr. Ragun	D.		
Thos. Drew	D.		
Jos. Carvill	R.	10 "	Halifax
Jos. Charlo	D.	10 Oct	Bologne
Jno Miles	D.		
Ebenezr. Marble	D.		
Saml. Felton	D.		
Ebenezr. Meddocks	D.		
Nichs. Coward	D.		

James Clarke	D.		
Saml. Roff	D.		
Wm. Follett	R.	10 Oct	Halifax
Fras. Saunders	D.		
Andw. Peltrow	D.		
Edwd. Jeboe	D.		
		10 Oct	Bologne
Thos. Wooldridge	D.		
Eteano Reeo	D.		
Amos Dennis (2)	D.		
Jas. Fitzgerald	D.		
Willm Bean	D.		
John Laskey	D.		

Liverpool's Monthly Muster Book for September & October

1. PRO, Admiralty 36/7736.

"A JOURNAL KEPT BY EPHRAIM BRIGGS ON BOARD OF THE GOOD SLOOP *WARREN* A BOLD PRIVATEER FROM DARTMOUTH TO THE LATTD OF 33:"[1]

Munday August the 26 Day A D 1776

Latter Part squalley Munday Morning & Rainey Up with Nantucket the Pint Bore SE from Us Put our Helm Up Run for the Bar Blows Quick Put our Helm Up from the Bar Run for Homes is Hole Anchord in the Hole the [wind] at SW.

First Part these 24 hours Hove Up in Homeses Hole the Wind at SW A small Brease Bound to Sea over the sd hole Stearing E S E. spoke with A From Nantucket John Barnet Master Looks something squalley to Westward the starts to the southard Eight A Clock Ancor'd Under Nantucket Pint

1. RIHS.

JOURNAL OF THE MASSACHUSETTS SLOOP *TYRANNICIDE*, CAPTAIN JOHN FISK[1]

Remks on Munday 26th of August 1776

6 [A. M.] Saw a sail to the S E gave Chaise
at 9 Fired 3 shotts at her she did not bring too I rangd A long side Ordered him to Strike which he did out boat sent the 1 Leiutt and 7 men on board she is the ship *Rachel* from Granada for London Moses Henery Master
Lattd in 35d 16 m Longd in 59d 10 m

1 [P. M.] Freash breaze and Cloudey weather
learge sea we got the ships people on board of us & put a prize master and 11 men on board of the ship freash gale had like to lost our boat twice stove her very much before we got her in which hinderd out gitting sum sail duck and other things out of the ship

1. John Fisk Journal, AAS.

OWNERS' REQUEST FOR A PRIVATEERING COMMISSION FOR THE RHODE ISLAND SLOOP *United States* [1]

Sir Providence August 26th. 1776

We the Subscribers all of Warren in the State of Rhode Island &c. Merchts. request your Honor to grant a Commission or Letters of Marque and Reprisal to Benjamin Pierce Commander of the Sloop *United States* of which we are Owners. She is burthened about Fifty six Tons carries Eight Carriage Guns Three Pounders and Eight Swivel Guns, manned with Fifty-five Men and fitted with a suitable Quantity of Muskets Blunderbusses, Pistols Cutlasses, Powder, Ball and other Military Stores. She hath on board Twenty four barrels Beef and Pork – Three Thousand Pounds weight of Bread, with some Flour, Rice, Beans, Pottatoes, &c John Johnson is First Lieutenant, Peleg Heath Second Lieutenant, and Wing Master.

We are with great Respect Sir [&c.]

Joseph Belcher

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[1] Maritime Papers, Letters of Marque, 1776–1780, R. I. Arch. Commission and Instructions were issued the same day: "Providence, August 26th 1776. I acknowledge the foregoing to be a true Copy of the Instructions delivered me this Day by his Honor the Governor, with my Commission, or Letters of Marque and Reprisal as Commander of the Private Sloop of War *United States*. Benjn Peirce."

JOURNAL OF H.M.S. *Brune,* CAPTAIN JAMES FERGUSON [1]

August 1776 At Single Anchor in Long Island Sound.

26 4 A M Fresh Breezes & Squally with Rain ¼ past Weighed & Came to Sail, at 10 Modte ½ past came too with the Bt Br in 15 fathom Muddy Ground & Veer'd to ⅔ of a Cable P. M. Fresh Breezes set fire to a Small Prize Sloop bound from New York for Provisions for the Rebel Army. . . . *Niger* & *Halifax* in Comp

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[1] PRO, Admiralty 51/117.

MASTER'S LOG OF H.M. BRIG *Halifax* [1]

Remarks in Long Island Sound on Monday Augt 26th 1776

1 [A. M.] Fresh Breezes wt Rain

3 The *Brune* Made the Signal to Weigh Weighd and came to sail In Co as before [2]

4 at ½ Past saw a sloop fird a 4 Pr Brt Her too found her to be from Gu[i]lford belonging to the Rebels wt 6 on Board Sent a Midd and 3 Men on Board and took the Prisoners out at 5 the *Niger* took the Sloop in tow at ½ past 9 Came too wt the Small Br New Haven NNE.

10 saw a Sloop In shore Sent the Boat Mand and Armd they
11 run the sloop on Long Island but the Rebels coming down could not destroy her

1 [P. M.] Little wind and Fair Weather the *Brune* sett the Sloop Prize on Fier. Lost out of the Yawl in Attempting to burn the sloop on the Long Island shore two Oars & Boat Hook

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1. PRO, Admiralty 52/1775.
2. H. M. S. *Brune,* H. M. S. *Niger* and a sloop.

JOURNAL OF H.M.S. *Niger,* CAPTAIN GEORGE TALBOT [1]

August 1776 [Long Island Sound] The Town of Killing N½W 3 Leagues

Monday 26 at 3 (AM) Weigh'd & came to sail took the *Halifax* in Tow sent the Barge in shore Man'd & Arm'd after a Sloop at 4 Brot too a sloop ½ past 9 came too wth the Bt Br in 15 Fas Veer'd to ½ a Cable *Brune Halifax,* & 2 sloops in Compy Barge Return'd the Rebles having run the sloop on shore & Fir'd upon them from the shore
at 2 PM Weigh'd & came to sail at 12 the *Brune* [gave] the Sigl to Anchor Came too wt the Bt Br in 12 faths Veer'd to ½ a Cable.

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1. PRO, Admiralty 51/637.

CHRISTOPHER TAPPEN AND GILBERT LIVINGSTON TO ABRAHAM YATES, JR. [1]

Sir – Poughkeepsie, Aug. 26th, 1776.

Capt. Hazlewood [Hazelwood], who came up to us by request of Convention, has fitted a fine vessel, as we conceive in a masterly manner, and given such instructions to some persons we have here employed, with respect to mixing fire combustibles, &c. that we think we can now carry on our works without further assistance. He has in general been very assiduous, and of very much use to us. We are unhappy at this time not to have a quorum of our committee present, therefore must beg leave to submit to your Honourable House, the consideration of any reward this gentleman may have reason to expect from this State, for his extraordinary expense and trouble in this business. We are, with respect [&c.]

Christ. Tappen, Gilbert Livingston.

Abraham Yates, Jun.. Esqr. President
of the Convention of the State of New-York [2]

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1. *New York Provincial Congress,* II, 293.
2. *Ibid.,* I, 600, on August 28 the Convention extended thanks to Hazelwood and voted him $300 for "his expense and trouble."

GEORGE WASHINGTON TO MAJOR GENERAL ARTEMAS WARD [1]

Head Quarters, New York, August 26, 1776.

Sir: I am now to Acknowledge the Receipt of your's of the 15th. and 19th. Instant and am much obliged for your care and dispatch in forwarding the Two Sea Morters which I wish may come safe to hand. The number and strength of the Enemy and the many different posts we have to occupy together with the late Manouevres of General Howe render it utterly impossible for me to relieve you by sending a General Officer from this to take Command in Boston, Congress seeing the Situation pass'd the enclosed Resolve,[2] and I cannot but hope you will conclude to keep the Command till something decisive is done with our formidable Enemy in this Quarter, who have landed most of their Army on Long Island and advanced part of them as far as Flatt Bush within three Miles of our Works; between them and the Works is a Ridge of Hills covered wt. Woods in which I have posted a large Body of the Army, which have once repulsed an advanced party of them in an attempt to get through and I cannot but hope will prevent or at least weaken them much should they effect their purpose of passing. I am, etc.

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1. Fitzpatrick, ed., *Writings of Washington,* V. 492, 493.
2. On August 21, Congress had resolved that Ward be requested, if his health permitted, to continue in command in the eastern department, Ford, ed., *JCC,* V, 694.

Diary of Ensign Caleb Clap[1]

[New York]

August 24th a deserter came from the Enemy which informs that design of the Enemy is to storm Long Island Works and at the same time come up against the City with their Shiping, that a Signal is to be hoisted at Long when they are ready to Storm the, as they are making all Preparations Possible we may Expect it soon

August 25th A man deserted after the Enemy Landed he inform by the best Account he can give there was about 8 or 9 thousand Men Landed and they consisted of the British troop only that the Hessians ware all Arrivd but remaind on the Island

we are informed that the Enemy are advanced 3 or 4 Mile from the Landing and are fortifying and Draging their Cannon up to their works that other Inhabitant from Queens County are thronging in great Numbers to the Enemy –

August 26th A brisk wind at N. W fair for the Shipping to come against the Town if they so inclined but when they will attempt is Yet held in suspence –

1. "Caleb Clap Diary," *The Historical Magazine,* 3rd series, III, 250–51.

New-York Gazette, Monday, August 26, 1776

New-York, August 26.

We hear Orders are already arrived in the West Indies from England, from Admiral [James] Young to seize and cut out all the American Vessels that may be found in any foreign Ports.

The *Pomona* Frigate has taken and carried into St. Kitts, a Dutch ship going from St. Eustatia, 'tis said, to Amsterdam, loaded with Sugars, but we hear she had Powder on board, and was bound to America. The Vessel is said to be the Property of Mr. D'Graff, of St. Eustatia.

We hear that for the future English Men of War will not be permitted to enter the Road of St. Eustatia.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM [1]

Dr Sir [*Eagle off* Staten Island, August 26]

I have just received a letter from the General which will make it necessary for me to appoint some movements with the ships here towards the Town, to countenance the intended operations of the Army this night & to morrow morning. Your ship will be useful on that occasion, and your presence always desirable. If therefore your stay is not immediately necessary where you are, the service in Gravesend Bay will be very consistently left with Capt Parker, who may order all assistance he has need of from Cap. [William] Williams in the *Experiment* during your absence. Sr Geo: Collier if his ship is not necessary, in her present station maybe advanced as high as we lye, but on the Eastern shore to cover the march of the troops along this Coast. He will be then in the way to receive occasional orders. I am obliged to go immediately to Gen [James] Grant's head Quarters at DeNuseys House [2] to clear up a passage in Gen: Howe's letter, if this arrives in time for you to meet me there we can talk upon the intended Movement of the Ships &c But time pressing, my Way there will be short. I am [&c.]

Howe

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1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.
2. At Gravesend Point on Long Island.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Monday, August 26, 1776

Whereas, in the course of the present war, some commissioned and non-commissioned officers of the army and navy, as also private soldiers, marines, and seamen, may lose a limb, or be otherwise so disabled as to prevent their serving in the army or navy, or getting their livelihood, and may stand in need of relief:

Resolved, That every commissioned officer, non-commissioned officer, officer, and private soldier, who shall lose a limb in any engagement, or be so disabled in the service of the United States of America as to render him incapable afterwards of getting a livelihood, shall receive, during his life, or the continuance of such disability, the one half of his monthly pay from and after the time that his pay as an officer or soldier ceases; to be paid by the committee as hereafter mentioned:

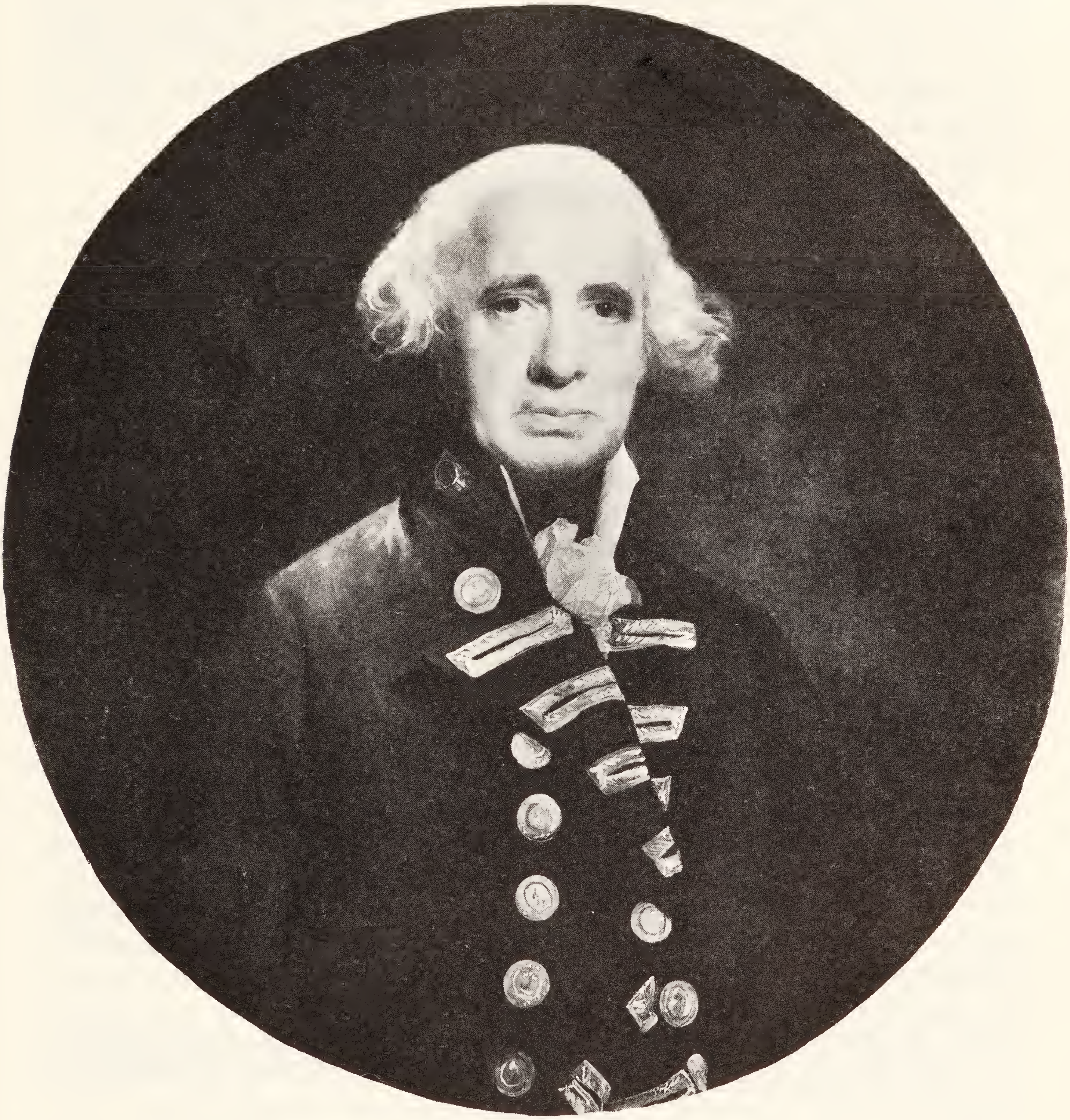
That every commander of any ship of war or armed vessel, commissioned officer, warrant officer, marine or seaman, belonging to the United States of America, who shall lose a limb in any engagement in which no prize shall be taken, or be therein otherwise so disabled as to be rendered incapable of getting a livelihood, shall receive, during his life, or the continuance of such disability, the one half of his monthly pay, from and after the time that his pay as an officer or marine or seaman ceases; to be paid as hereafter mentioned. But, in case a prize shall be taken at the time such loss of limb or other disability shall happen, then such sum as he may receive out of the net profits of such prize, before a dividend is made of the same, agreeable to former orders of Congress, shall be considered as part of his half pay, and computed accordingly:

That every commissioned officer, non-commissioned officer, and private soldier, in the army, and every commander, commission officer, warrant officer, marine, or seaman of any of the ships of war, or armed vessels belonging to the United States of America, who shall be wounded in any engagement, so as to be rendered incapable of serving in the army or navy, though not totally disabled from getting a livelihood, shall receive such monthly sum towards his subsistence as shall be judged adequate by the assembly or other representative body of the state where he belongs or resides, upon application to them for that purpose, provided the same doth not exceed his half pay.

Provided, that no commission officer, non-commissioned officer, and private soldier, in the army, commander, commission officer, warrant officer, marine or seaman of any of the ships of war, or armed vessels, belonging to the United States of America, who shall be wounded or disabled as aforesaid, shall be entitled to his half pay or other allowance, unless he produce to the committee or officer appointed to receive the same, in the state where he resides or belongs, or to the assembly or legislative body of such state, a certificate from the commanding officer, who was in the same engagement in which he was so wounded, or, in case of his death, from some other officer of the same corps, and the surgeon that attended him, or a certificate from the commander of the ship of war or armed vessel engaged in the action, in which any officer, marine, or seaman, received his wound, and from the surgeon who attended him, of the name of the person so wounded, his office, rank, department, regiment, company, ship of war, or armed vessel, to which he belonged, his office or rank therein, the nature of his wound, and in what action or engagement he received it.

That it be recommended to the several assemblies or legislative bodies of the United States of America, to appoint some person or persons in their respective states, who shall receive and examine all such certificates, as may be presented to them, and register the same in a book, and also what support is adjudged by the assembly or legislative body of their state, to those, whose case requires but a partial support, and also of the payment from time to time of every half pay and other allowance, and of the death of such disabled person, or ceasing of such allowance, and shall make a fair and regular report of the same quarterly to the secretary of Congress or Board of War, where a separate record shall be kept of the same:

That it be recommended to the assemblies or legislative bodies of the several states, to cause payment to be made of all such half pay or other al-



Richard Lord Howe.

lowances as shall be adjudged due to the persons aforenamed, on account of the United States.

Provided, that all such officers and soldiers that may be entitled to the aforesaid pension, and are found to be capable of doing guard or garrison duty, shall be formed in a corps of invalids, and subject to the said duty; and all officers, marines, and seamen of the navy who shall be entitled to the pension aforesaid, and shall be found capable of doing any duty on board the navy, or any department thereof, shall be liable to be so employed:

Ordered, That the above be published.

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[1] Ford, ed., *JCC,* V, 700–05.

JOURNAL OF THE PENNSYLVANIA COUNCIL OF SAFETY [1]

In Council of Safety
[Philadelphia] August 26th, 1776.

An order was drawn, on Mr. Nesbitt, in favour of Robert Smith, for £500, for the Purpose of Building Chevaux de Frize, & other works at Billingsport, to be Charged to his acco't.

An order was drawn on Jno M. Nesbitt, Esq'r, Treasurer, in fav'r of Sam'l Morris, Esq'r. for £500 for the Purpose of Purchasing Logs, &ca., for Building Chevaux de Frize at Billingsport, to be charged to his account.

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[1] *Pennsylvania Colonial Records,* X, 699, 700.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN JAMES NICHOLSON [1]

No 166.

Sir, It will be uncertain whether we can meet with a Vessell here to go to James River for the Coal, we shall be glad therefore if you will procure for us three, that will bring from fifteen hundred to two Thousand each, and dispatch them down to us with the greatest Expedition, the *Resolution* must go with them for their protection she must call here in her way as we shall send a Person in her with Cash to contract for the Coal [2] We are &c:
[Annapolis] August 26th 1776.

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[1] Council of Safety Letter Book, No. 1, Md. Arch.

[2] *Ibid.,* the *Resolution,* Captain Richard Berry, was at Annapolis on August 28 and ordered "to proceed from hence to the Coal Mine in Virginia and there endeavour to purchase five or Six thousand Bushells of Coal."

RIGGING NEEDED FOR VIRGINIA SLOOP *Defiance* AND TWO GALLEYS [1]

Invoice of what riging is wanted on board the *Defiance* armed Sloop

Three Coils of 2½ inch rope
Three Coils of 2 Do
One Coil of 2½ white rope
One Coil of Bolt rope 2½ inch

16 Coil of nine thread Ratling
1 Coil of 2½ In: for Takle Falls
1 Six In: Cable 50 fathom
} Gallie

2 Coil of 2½, for takle falls
4 Do of nine thread Ratling
1 Six In: Cable 50 fathom
} Gallie

Fielding Lewis

[Fredericksburg] August the 26th 1776.

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1. Ropewalk Papers, VSL.

Journal of the North Carolina Council of Safety [1]

[Wake County] Monday August 26th 1776

Resolved that a Copy of the Valuation and Appraisement of sundry Vessells sometime since Sunk to obstruct the Navigation of Cape Fear River be Transmitted to Nicholas Long Esquire, That he apply to the Committee of Wilmington for the Inventories therein mentioned and take into his possession the Masts, Yards, Sails, Rigging, Cables, Anchors, and other Apparel to the said Vessels belonging, and deposit them in the Care of one or more trusty person or persons there to remain subject to the further Orders of the Council or Congress and that he transmit an Account of his doing herein and an Inventory of the Various Articles, and with whom Lodged to this Board.

And Whereas the Council are informed That a certain William Campbell late owner of the Ship *Alexander* a Vessel sunk for the purpose abovementioned refuses to deliver up the Sails &ca to her belonging, detaining them until he shall be allowed for sundry Materials prepared for the repair of the said Ship *Alexander*; Resolved that Nicholas Long, call on said William Campbell for delivery of the Sails and other Articles aforesaid, and on his refusal to deliver them summon sufficient Aid and take them by force, and proceed to take care of them as above directed.

Resolved also, That the Committee of Wilmington, be and they are hereby directed to appoint five indifferent persons, to value and appraise the Materials prepared for the repairs of the Ship *Alexander*, lately belonging to William Campbell, the said Campbell first deposing on Oath that they were actually prepared for that purpose and render an Inventory and Appraisement thereof to next Congress that they determine of said Campbell's Claim for the said Materials

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1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.

Governor Patrick Tonyn to Lord George Germain [1]

[Extract]

No 3. Private

My Lord I have on every occasion represented to the Generals and Admirals, the Situation of the Province, repecting military and maritime Affairs.

I requested, My Lord, a naval assistance from every Admiral.

As yet we have not had any permanent.

Captain [Thomas] Bishop of the *Lively* Frigate, did not go into Saint Maries, as I desired.

I am informed by people from Amelia if he had entered the River with the Sloop letter of Mark – *Osbourn,* he would have destroyed all the rebel Craft: but. my Lord, he sailed for New York, and sent *Osbourn* with my dispatches to the Commanding Officer at Cockspur, a Copy of which; I beg leave to enclose to your Lordship. No 1. & 2. [2]

The retreat from Saint Maries I am in hourly apprehensions, may be attended with very bad effects on Saint John River.

These reasons, my Lord, have determined me to take the Sloop Captain Mowbray, into the Government service on the best terms I can make, and shall order her for the Service in Saint John River. . . .

St Augustine 26. August 1776

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1. PRO, Colonial Office, 5/556, 747–50.
2. The enclosures were Bishop to Tonyn, August 9, and Tonyn to the Commanding Officer in Savannah River, August 5, 1776.

JOHN MCNEAL TO CAPTAIN JOHN PAUL JONES [1]

26 Augt 1776

Having hitherto in many Instances Transgress'd the Rules of the Navy & have not done my duty as I ought I am heartily sorry therefor & ask pardon of Capt Jones as well as the rest of the Officers on board the Sloop & would be very thankful if I might be permitted to be taken out of Irons & return to my former duty [2] & all such Favours shall be gratefully Acknowledged by [&c.]

John McNeal

[Endorsed by Jones] on board the *Providence* at Sea 26th Augt 1776 Note from Mr. McNeill when under Confinement. [3]

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1. Papers of John Paul Jones, LC.
2. McNeal had entered on board *Providence* January 9, 1776 as 3d Master's Mate. Sloop *Providence* Muster Roll, R. I. Arch. Transcript. He was restored to duty, for on September 20 he was a member of the prize crew in British Ship *Alexander,* List of Officers and Seamen Entitled to Shares in the Ship *Alexander,* MassArch.
3. Another penitent, Able Seaman Robert Brown, appealed to Jones on August 27. Papers of John Paul Jones, LC.

"EXTRACT OF A LETTER FROM AN OFFICER ON BOARD THE *POMONA* SLOOP OF WAR, DATED BARBADOES, AUGUST 26, 1776." [1]

Our Admiral has ordered our station off the Virgin Isles, where we have been very lucky, taking one or more prizes every week. Yesterday we arrived here with one, she was laden with cotton, silks, &c. and had on board besides 20 tons of saltpetre; we saw her about four A.M. and about two P.M. was along-side of her. We hailed her, but she gave us no answer, but laying her topsails aback, hawled up her ports, and gave us a broadside, when she filled her sails, and would have stood from us; but we gave her a handsome peppering before she struck; having raked her twice. When we went on board, the Captain would hardly answer any questions put to him, but we found by the ship's papers that his name was Theobald Dibnal, part owner of the vessel, which was called the *Palm-Tree,* and consigned to Philip Handle, merchant, at Savannah, in Georgia. We lost five men killed, and ten wounded, and the American ten killed and 15 wounded.

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[1] *London Chronicle,* October 15 to October 17, 1776.

27 Aug.

Stephen Hooper to Coates & Reynell, Philadelphia [1]

[Extract] Newbury Port Augt 27th 1776

. . . I also mention'd to you, my great Want of 16 6 Pound Cannon, & some Swivels, I should now beg Leave to urge that Matter, in the most expressive Terms, if I did not think it needless with you, & if the Cannon are to be obtain'd, & none of your Boats are to be hired, I would be glad a fast sailing Boat might be purchas'd on the best Terms, & the Men hired to bring her round to any Harbour to the Eastward of this, & if she arrives I will send the Boat immediately back again; If she can take in a few Barrells of Flour, should be glad, & also a few Pieces of Ticklingbourg, as we have not any here. . . .

P.S. Our Friend Cap [William] Wyer sailed a few days past for the West Indies, & expects to return Via Philadelphia, if you send a Boat or Vessell with the Cannon order them, neither to make Cape Cod or Cape Ann, but fall rather to the Eastward of both, & fall in between Cape Ann & Casco Bay—

Prize Sugar, now selling from 30/ to 36/, & 4 or 5 Cargoes yet unsold –

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[1] Feinstone Collection, APS.

Journal of the Massachusetts Sloop *Tyrannicide,* Captain John Fisk [1]

Remks on Tuesday 27th of August 1776

6 [A. M.] Continues to blow hard gale and Learge sea the prize in Company

11 Saw a ship to the northward gave Chaise found her to be a french ship from Hispanola for france. spake our prize

Lattd in 36d 15m Longd in 59d 50m

1 [P. M.] Saw a ship to the N E standing Close by the wind to the southward we suppose her to be in Chaise of us spake with our prize made sail split our Gibb and sprang our mast down topsail yard hard gale.

11 lost sight of the ship we supposd was in Chaise of us

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[1] John Fisk Journal, AAS.

Advertisement of Sale of Prize Ship *Eagle* and Cargo [1]

Notice is hereby given, That on Thursday the fifth Day of September next, at 10 of the Clock in the Forenoon, at Messieurs Clarke and Nightingale's

Wharff, in Providence, will begin the Sale at public Vendue, to the highest Bidder, of the Prize Ship *Eagle,*[2] about 280 Tons Burthen and her Appurtenances; and also the Cargo of the said Ship, consisting of 102 Hogsheads, 38 Tierces and 4 Barrels of common Sugar, 71,178 Weight of Muscavado Sugar, 14,800 Weight of first White Sugar, 36,918 Weight of second White Sugar, 118,253 Weight of clayed Sugar, 106 Hogsheads, containing 9,540 Gallons of Barbadoes Rum, 127 Bags and 15 Barrels, containing 13,180 Weight of Ginger, 26 Bags containing 2,200 Weight of Cotton, 1 Pipe of Madeira Wine, and 39 Barrels of Oil. The Sale to continue until the whole shall be sold, pursuant to a Decree of the Court for the Trial of Prize Causes, held in said Providence on the 26th Day of August instant, by the Honorable John Foster, Esq; Judge of said Court.

Paul Tew, Sheriff

Providence, August 27, 1776.

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1. *Providence Gazette,* August 31, 1776.
2. Taken by Daniel Bucklin in the Rhode Island privateer sloop *Montgomery.*

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY [1]

[Lebanon] August 27th, 1776.

Voted, That Capt. Michael Melally be and he is hereby appointed First Lieutenant of the armed ship, *Oliver Cromwell,* belonging to this State, and that his Honor the Governor be desired to commissionate him accordingly.[2] Commission sent him per Mr. Thos. Winthrop.

Voted, That John Smith of East Hartford be and he is hereby appointed Third Lieutenant of the armed ship *Oliver Cromwell,* and his Honor the Governor is desired to commissionate him accordingly. Commission granted, and dated 30th August, 1776.

Voted, That John Chapman of New London be and he is hereby appointed Second Lieutenant of the armed ship *Oliver Cromwell,* and his Honor the Governor is desired to commissionate him accordingly. Commission sent per Mr. Thos Winthrop.

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1. Hoadly, ed., *Connecticut Records,* XV, 508, 509.
2. Melally was highly recommended by Nathaniel Shaw, Jr. in a letter to Governor Trumbull this date. Conn. Arch., 1st series, IX, 304, ConnSL.

JOURNAL OF H.M.S. *Niger,* CAPTAIN GEORGE TALBOT [1]

August 1776 [Long Island Sound] The Town of Killing N½W3 Leagues

Tuesday 27 at 5 AM weigh'd and came to sail in Compy as above [2] at 7 came too wth the Bt Br in 16 Faths Veer'd to 1/3 of a Cable off Hart Island sent the Boat on shore Man'd & arm'd for Stock at Noon the Boat Return'd with 4 Head of Cattle
Mode & Cloudy Wr PM sent the Long-Boat on shore Man'd & arm'd wth the *Brune*s Boats for Stock Do Return'd wth 14 Sheep & 2 Head of Cattle.

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1. PRO, Admiralty 51/637.
2. H. M. S. *Brune,* H. M. Brig *Halifax* and a sloop.

"Extract of a letter from Crown Point, dated August 27." [1]

Our fleet, consisting of 3 schooners, 1 large sloop, 4 gondolas, and 4 galleys, now lie in Lake Champlaine, near Crown Point and expect to sail in 3 days, and lay in a narrow passage of the lake, to prevent the enemy from passing. We have information that the enemy are on their way to this place from St. John's, they have no other craft than battoes; if they come, I trust we shall give them a warm reception, as our fleet is well fitted and manned – We have now at Ticonderoga about 3500 effective men, and more coming in daily: The fort and every height and point about it is well fortified. – Besides we have the command of the lakes.

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[1] *Pennsylvania Packet,* September 3, 1776.

Memorial of Commodore Jacobus Wynkoop [1]

To the Honorable the United States of America in Congress assembled –

The Memorial of Jacobus Wynkoop

Sheweth –

That your Memorialist has been employed, and served in the continental Service, and in the service of the United States of America, from the 28th Day of June 1775, until the 18th Day of August Instant –

That your Memorialist by his first appointment, was a Captain of the 8th Company and 4th Regt of continental forces raised in the Province of New York.

That his Honor M Genl Schuyler, Commander in Chief in the Northern Department, did sometime after the appointment of your Memorialist to the Captaincy aforesaid, offer to your memorialist the Command of the Vessels on Lake Champlain, and signified to your memorialist, that his honor would recommend your Memorialist to the Honorable the Continental Congress as a person fit for the said Station.

That your Memorialist being at Fort George, did in the month of January in the present year receive a Letter from his Honor M. Genl Schuyler, informing Your Memorialist that his Honor expected momently to hear from Congress, on the Subject of his appointment –

That in the month of April last Your Memorialist, at the City of New York, did receive from the Honorable the Provincial Congress, for the Province of New York, a certified copy of a Letter, written by his Honor M Genl: Schuyler, to the President of the said Provincial Congress, which is in the words following

> Sir Albany March 8th 1776
>
> I am Honored with yours of the 4th Inst – The Continental Congress have resolved, that Capt Wynkoop should be employed upon the Lakes, under Commodore Douglass. Whether the latter Gentleman means to engage in that service, I do not know – Of this Congress can very speedily inform itself, as he resides near New York; Should he not engage, there is no person I would

more willingly have to command the Vessels than Capt Wynkoop. At any rate, I wish You to send him up the soonest possible, with a sufficient number of Sailors for the two Schooners and Sloop – I am Sir [&c.]

Ph. Schuyler

To Nathaniel Woodhull Esqr.

The foregoing is a true copy of the Original examined and compared by Robt Benson

Your Memorialist received, at the same time, an extract from the minutes of the Committee of Safety for N York aforesaid; A Copy of which follows –

In Committee of Safety – New York April
the thirteenth 1776

Ordered that Captain Jacobus Wynkoop do inlist the number of mariners desired by M Genl Schuyler, for the Service at the Lakes, with all possible dispatch; That Capt: Wynkoop proceed to Albany with the said Mariners, to Genl Schuyler, and take his directions as to the Vessels on the Lakes until the Honorable the Continental Congress shall have appointed him to that Command, or some other Gentleman shall arrive at the Lakes authorized to take the Command.

Extract from the Minutes
John McKesson Secy

That in Consequence of the aforesaid Letter and Order, your Memorialist, immediately inlisted a number of Sailors and proceeded up to Fort-George where he received from the Honorable M Genl Schuyler, an Order in the Words following –

Sir Fort-George May 7th 1776

You are immediately to repair to Tyonderoga, and take the Command of all the Vessels on Lake Champlain, which You will, with the greatest expedition, put in the best condition possible, for immediate Service.

I am Sir [&c.]
Ph: Schuyler

That your memorialist expecting the appointment of Commodore of the Lakes, and not being willing to act in a subordinate capacity did agreeable to the said Order take upon him the Command of the Vessels on the Lakes aforesaid, & has since continued in that department, in the Service of the said Continental Congress, and of these United States, acting and exerting his abilities for the public advantage –

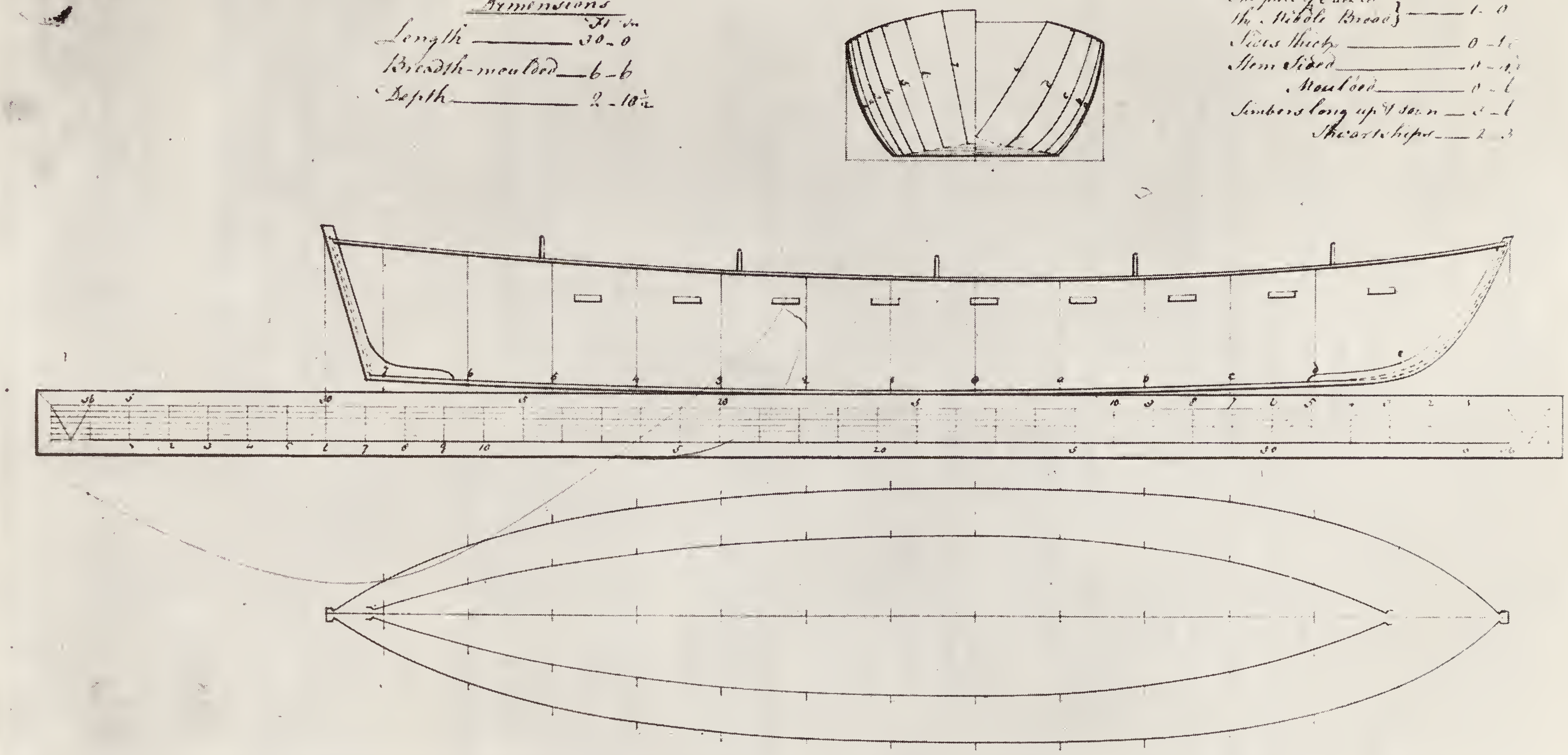
That on the 17th Day of August Inst Your Memorialist, being on his Station, was alarmed, by the Report of a Swivel from one of the Schooners under his Command, which was succeeded by a similar signal from another of the said Schooners. –

That Your Memorialist observing that the Said Schooner was making ready to get under Sail, and conceiving that they ought not to move without

A Draught of a Batteaux Scantlings &c—

Dimensions	Ft In
Length	30 – 0
Breadth-moulded	6 – 6
Depth	2 – 10½

	Ft In
Timbers sided	0 – 2
Bottom thick	0 – 1
One piece of Oak in the Middle Broad	1 – 0
Sides thick	0 – 1½
Stem Sided	0 – 4½
Moulded	0 – 6
Timbers long up & down	3 – 6
Athwartships	2 – 3



his immediate Orders, (unless in case of alarm when a Boat should be instantly dispatched to inform him of the Occasion) and fearing that some design had been formed by the Captain of the said Schooner, or their Crews to go over to the Enemy; by the Command of your Memorialist a Swivel was fired to bring too the said Schooners.

That upon firing of the said Swivel, they came to an Anchor again, and your memorialist ordered the mate to go in the boat, and bring the Captains on Board the Commodore Schooner; All preparations for sailing were stopped, and Capt: Premer Commander of one of the said Schooners (The other Capt being on shore) came on board the *royal savage,* then under your Memorialists immediate Command –

That your Memorialist then desired to know from the said Captain, for what reason those Guns were fired, and preparations made for sailing, who informed your Memorialist, that he had received from his Honor Brigadier Genl Arnold Orders to get his Schooner immediately under way and beat down the Lakes, 8 or 10 miles and if he made any discovery of the Enemy to send a boat, and acquaint him of the particulars –

That Your Memorialist not having received any Intimation of being superceded in the Command aforesaid, and conceiving that any Orders even from the Commander in chief of the Army in the Northern department, or the Commanding Officer at Lake George or Tyonderoga, respecting the Vessels on the Lakes, should be directed and first communicated to your memorialist, and be given out by him to the respective Captains under his Command, your Memorialist being also best acquainted with the State and Condition of the said Vessels, Your Memorialist did transmit to his Honor the said Brigadier General Arnold, a Letter in the words following

On Board the *Royal Savage* Augt 17th 1776

Sir

I find by an Order You have given out that the Schooners are to go down the Lakes; I know no Orders, but what shall be given out by me, except sailing Orders from the Commander in chief; If an enemy is approaching I am to be acquainted with it, and know how to act in my Station I am Sir Yours

Jacobus Wynkoop Commander
of Lake Champlain

That Your memorialist soon after received a Letter from his Honor the said Brigadier Genl Arnold, informing Your Memorialist of the Approach of the Enemy, and intimating that the Commander in chief had appointed him to take the Command of the Navy on the Lake and threatening Your Memorialist with an Arrest –

That your Memorialist having thus received information of the approach of the Enemy, that the Service might not suffer, by the dispute of the Officers, issued out an Order to the Captains of the said Schooners in the words following –

On Board the *Royal Savage* Augt 17th 1776

To Capt Seamons
Capt Premer

Gent

You will immediately get under way, and go down the Lake about 8, or ten miles – If You make any discovery of the Enemy, Send a Boat to acquaint me of the Particulars; If none of the Enemy appear, You are directly to return.

Yours Jacobus Wynkoop Comd

That immediately after your Memorialist had received the Letter aforesaid from his Honor the said Brigadier Genl Arnold His Honor the said Brigadier Genl Arnold came on board the *Royal Savage,* and asked your memorialist, how he dared to countermand his Orders, and acquainted your memorialist that he had power to take the command of the fleet, and shewed a paper containing writing Orders from his Honor M Genl Gates to that purport –

That your Memorialist conceiving that no Officer could be placed over him in the Naval Department, unless by appointment from the United States in Congress assembled, or the Provincial Congress for the Province of New York, except in cases of Misbehaviour, and your Memorialist being conscious of having done his duty, did acquaint the said Brigadier Genl Arnold that he would receive no Orders from him as naval Officer under his present appointment, and that all orders from the Commanders at the several posts on the Lakes ought regularly to be first communicated to your Memorialist. –

That his Honor the said Brigadier Genl Arnold, then dispatched a Letter to his Honor M Genl Gates, acquainting him with the above particulars, and on the 18th Day of Augt Inst Your Memorialist received a Letter from the said Brigadier Genl Arnold, in the words following. –

Sir Crown Point Augt 18. 1776

The following is a paragraph of a Lettr Orders I have just received from the Honorable M Genl Gates Viz –

> It is my Orders You immediately put Commodore Wynkoop in Arrest – and send him Prisoner to Head Quarters at Tyonderoga
>
> Sign'd Horatio Gates

In Compliance of the above Order, I do hereby put you in Arrest, of which You will take notice and govern yourself accordingly – A Boat and Hands shall be ordered this Evening or to morrow morning to attend You to Tyonderoga – Please to let me know what time will be most agreeable. –

I am Sir [&c.]
B:Arnold: B:Genl

That agreable to the above order Your memorialist immediately repaired to Tyonderoga and was ordered from thence by his Honor M Genl Gates, to the Honorable M Gen Philip Schuyler at Albany and was informed by his Honor the said M Genl Gates that he had sent his Crime forward. –

That your Memorialist humbly conceives that if he had suffered the said Schooners to go off unmolested, and design of the Captains or Crews of the said Schooners had been to go over to the Enemy, and such decision carried into execution – that your memorialist would not have been suffered to escape with impunity, and that therefore it was his duty when signals and preparations were made by them for sailing, to know their destination and issue out the Necessary Orders.

Your Memorialist therefore humbly Requests these United States, in Congress assembled; to take this Memorial into their wise Consideration and grant him such Relief as he is in Justice entitled to –

Albany August 27th 1776 Jacobus Wynkoop

[Endorsed] Copy Richd Varick.

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1. Schuyler Papers, vol. 16, NYPL. Wynkoop's Memorial was received in Congress September 6, 1776 and referred to the Marine Committee. Ford, ed., *JCC*, V, 739.

Journal of the New York Committee of Safety [1]

Tuesday Morning,
[Harlem] August 27th, 1776.

Major Lockwood informed the Committee that the enemy's ships are at White Stone. Thereupon,

Resolved and Ordered, That Mr. Hobart and Mr. R. R. Livingston, be a committee to wait on His Excellency General Washington, and confer with him relative to the state of Nassau island, and what measures may be necessary for distressing the enemy thereon, or defending or removing the inhabitants, and that they report the results of their deliberations thereon to this Committee, or the Convention of this State.

Ordered, That Capt. [Anthony] Rutgers be requested immediately to proceed to the city of New-York, and afford all possible aid, attention, direction and assistance in stopping, or impeding the navigation of the East river, and that he employ all such persons as he shall think proper, to give him aid.

An express arrived from New-London and communicated a copy of a letter from Erastus Wolcott to the committee of Say Brook, and is in the words following:

> New London, August 24th, 1776.
>
> Gentlemen – Yesterday in the morning, appeared at the east end of Fisher's island, two of the enemy's armed frigates and a brig, and this morning they passed by this harbour, standing to the westward. I thought it best to give you this intelligence by express, that you may keep a good look out, and take what measures your prudence will suggest, and must leave it to you whether or not to forward this from town to town by express, (if no direct opportunity offers); this may much depend on what is already known of their being in the Sound, and by observing their motions.
>
> I am, gentlemen, With esteem and regard, [&c.]
>
> Erastus Wolcott.

To the Committee of Say Brook.

Ordered, That a copy of the letter from Erastus Wolcott, dated New-London, Augt. 24, 1776, be immediately transmitted by express to Brigadier-General [Nathaniel] Woodhull, and that he be requested to cause all the stock on the seacoast of Long island, which are most exposed to the enemy's depredations, to be drove with all possible despatch so far into the interior part of the country as to be out of danger from the enemy.

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1. *New York Provincial Congress,* I, 539, 594.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH [1]

New York, August 27th. – Early in the morning, two ships and a brig came to anchor a little above Throg's Point.[2] Our General immediately detached Col. [Morris] Graham with his regiment, to prevent their landing to plunder or burn. Before he arrived, several barges full of men landed on New City Island, and killed a number of cattle. Two companies of the regiment, immediately on their arrival, ferried over to the island. The enemy carried off one man and 14 cattle – the remainder of the cattle were secured.

On the same day, there was a most bloody battle on Long Island, between the Americans and the British. The British, by a long circuitous march in the night of the 26th, with a part of their army, found the left of the Americans not so well secured as it ought to have been; and they had an opportunity to reach ground which gave them great advantage, while it equally exposed the Americans in the strong grounds towards Flatbush. There was here also another circumstance of ground which now proved disadvantageous to the Americans. There was a considerable marsh, into which a creek ran, and on which there was a mill, known by the name of M'Gowen's. At the mill there was a passway over; but unluckily, when some of the Americans had retreated by this mill, (for they were soon routed by the British, who formed an attack almost in a semi-circle) it was set on fire. This would have been a politic step, had all the Americans on the other side, in that quarter, previously passed; but those still beyond the creek were now driven to almost desperate circumstances; they could not pass at the head of the creek; for the British column, which made the circuitous movement, were in possession of the ground on the left; consequently, many were here killed or taken prisoners, and numbers perishing in attempting to get over the creek, some of them sticking in the mud. Those who escaped retreated to the American works. The British sustained a considerable loss in killed and wounded, and a subaltern and 23 men were taken prisoners; but the American loss was far greater in killed, wounded, and prisoners. Among the latter were Gen. Sullivan and Lord Sterling. Several field-pieces were also lost. At evening, the British army encamped in front of the Americans.

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1. Abbatt, ed., *Heath Memoirs,* 47-49.
2. H.M.S. *Brune,* H.M.S. *Niger,* and H.M. Brig *Halifax.*

Master's Log of H.M.S. *Roebuck* [1]

August 1776 Staten Isld SW 2 Miles

Tuesday 27th A M. at 2 Cleared and Barracaded the ship & beat to Quarters, at 4 receiv'd 30 men from the *Bristol* at 5 Weigh'd as Per Signl from the Admiral who with the *Renown Asia Repulse* & *Carcass* & *Thunder* Bombs got under way ½ past 9 the Admiral and other Ships anchor'd at 11 Turning off Red Hook and Exchang'd Several shot with the fort at same time saw the troops engage on Shore

First part Modt and Cloudy, Latter, little wind and fair at 1 Anchor'd in 10 Fath. Red Hook ENE 1½ mile at 4 the Admiral & other ships weigh'd not being able to get ground at ½ past Anchor'd again at 8 Mann'd & arm'd the Boats & got Fire Boom Out, the *Bristol*s people return'd aboard again

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[1] PRO, Admiralty 52/1965.

Journal of H.M.S. *Preston,* Captain Samuel Uppleby [1]

August [1776] [Off Staten Island]

Monday 26 prepared for sailing, received orders from Lord Howe, not to weigh til further Orders, handed Topsails

[Squally weather and rain] my Signal was made on board the Admiral, at 9 hoisted Sir Peter Parkers Broad pendant at midnight several Volleys fired by the Troops on Long Island, clearing the Ship for Action.

Tuesday 27 6 AM the Admiral made the signal to weigh, weighed in Company the *Eagle, Asia, Renown, Roebuck, Rainbow, Repulse, Mercury, Carcass* & *Thunder* Bombs, working up to the Town of New York. at 10 the Admiral made the Signal to Anchor, do Anchored saw the Troops in close action with the Rebels on Long Island.

Moderate and cloudy weather the Admiral made the Signal to weigh, weighed in Comp[any] as yesterday and worked towards New York the Admiral made the signal to Anchor which the Squadron soon after did in Line of Battle

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[1] PRO, Admiralty 51/720.

Journal of H.M.S. *Eagle,* Captain Henry Duncan [1]

August 1776 At Anchor between Staten Island & Red hook

Tuesday 27th At ½ past 3 A M heard a Brisk fireing of Musquetry on long Island At 6 fired 3 Guns as a Sigl weighed with the *Preston,* Sir Peter Parker, *Renown, Asia, Roebuck Repulse, Mercury, Thunder* & *Carcass* Bombs, Employ'd working to Windwd [2] At 9 the Tide of Ebb making Strong made the Sigl & Anchord in 7 fm Water

The first & Middle parts light Breezes & Cloudy latter Calm At 3 P M Weighed & made Sail towards New York At 5 made the Sigl & Anchord with the Bt Br in 7 fm Water & Veered to ½ a Cable At 6 made the Parole Sigl at 9 sent the Flat Boat to row Guard

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[1] NMM, Admiralty L/E/11.

[2] "The Ships likewise made a Feint of attacking the Town and many of the principal men of War got under Way and sailed backwards & forwards for great Part of the morning. This diverted some of the Force of the Rebels to another Consideration. Capt. Hammond only in the *Roebuck* went high enough to exchange a Shot or two with Red Hook, which, it was believed, did no Harm on either Side." Tatum, ed., *Serle's Journal*, 79.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Tuesday, August 27, 1776

Resolved, That this Congress agrees to the proposition from General Howe, that in exchanges of prisoners, the choice shall be made by the respective commanders for their own officers and men; provided the respective commanders shall also have a right to make choice what citizens shall be given in exchange by the other.

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[1] Ford, ed., *JCC,* V, 705, 708–09.

JOSIAH BARTLETT TO WILLIAM WHIPPLE [1]

[Extract] Philadelphia, August 27, 1776

By a letter from the Agent who was sent in the *Reprisal,* Captain Weeks [Lambert Wickes], to Martinico, [2] he informs us, that the Governor (or General as they call him) told him that he had lately received orders by a frigate from France to give all possible assistance and protection to the American vessels, and that he was ordered to send out some ships of war to cruise round the Island for their defence, and that the Same orders had been sent to the other French Islands. he also told the Agent that if the American cruisers should bring any prizes into the ports of Martinico, he should not prevent their selling or disposing of them as they should think proper (This is in confidence)

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[1] William Whipple Papers, Force Transcripts, LC.

[2] William Bingham.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN WILLIAM STONE [1]

Sir [Philadelphia] August 27th 1776

The Marine Committee have directed me to inform you that the *Hornet* Sloop is now returned from her Cruize, during which she has been extreamly leaky as Captain [William] Hallock the Bearer hereof will inform you. The Committee have come to a resolution either to purchase the Sloop or deliver her up to you as they will not any longer hire her, but as the greatest part of the materials she now has on board belong to the Public they wou'd prefer buying her at the valuation, to stripping her and when you consider that she will be a mere wreck when so stripped, and that the

Hull is old and Schattered I should immagine you wou'd readily see that it is more your Interest to sell than to receive her back in such bad condition, as you will have the hire to this Time in addition to the price. You will upon the whole receive a great sum for her I am Sir [&c.]

Robert Morris

P. S. if you will not sell pray appoint some person to receive her

1. Marine Committee Letter Book, 18, NA.

John Adams to Brigadier General Joseph Palmer [1]

[Extract] Philadelphia Aug. 27. 1776

. . . I am afraid, that Boston Harbour is not yet impregnable. – if it is not, it ought to be. – Boston has not grown into favour with King George, Lord North or General Howe. – It is no peculiar Spight against New York, which has induced the Fleet and Army, to invade it, – it is no peculiar Friendship, Favour, or Partiality to Boston, which has induced them to leave it. – Be upon your Guard. – hesitate at no Expence, no[r] Fail to fortify that Harbour against all its Enemies. – You ought to Suppose the whole British Empire to be your Enemy, and prepare your selves against its Malice, and Revenge How's Army must have winter Quarters Somewhere and will at all Hazards – They may try at Boston there they lost their Honour, there they would fain regain it if they [could] The Enemy, have a tough, hard Bone to pick at New York, according to present appearances. They are creeping on. Moments are now of Importance. – They are landed on Long Island. – If they attack our forts in Columns, they may carry them, but if We do our duty they will loose the Worth of them in Blood. – a few days will disclose more of their designs

1. Adams Papers, MassHS.

Journal of the Pennsylvania Council of Safety [1]

In Council of Safety,
[Philadelphia] August 27th, 1776.

John M. Nesbitt, Esq'r, Treasurer, was directed to pay the following acco'ts, Viz't:

Capt. Joseph Blewer £23 6 0 for repairing a Shallop, damaged in Sinking the Peers at Fort Island.

Mr. John Stelwell £23 11 6, being for Expenses in saving Powder out of the Brig *Nancy*, paid by Capt. Wm. Pollock.

Capt. Thomas Bell £399 18 0, for Freight of 142 Barrels of Powder & 53 Tons of Lead.

The Board then adjourned to 3 o'Clock, P.M.

The Council having heard the complaints made against Commodore Samuel Davison, with the proofs brought to support them; and taking into consideration the situation of the Naval armaments belonging to this State, are of opinion, that most of the Charges made against the said Samuel Davison are frivolous, and discover a dangerous Spirit of Licentiousness amongst the other Officers, inconsistent with The Duty they owe their Country, and not to be justified on Military Principles, which exacts a due Obedience at all times to the orders of superiors; But as it appears to the Council that the Officers of the Fleet in General, have not that respect for, nor Confidence in, the said Samuel Davison, which is absolutely necessary to give Vigour and Efficacy to the Command, and that notwithstanding the Known merit of said Davison, yet the charge of Incompetency to so important a Trust is not altogether without foundation; It is therefore

Resolved, That the said Samuel Davison, Esq'r, be no longer Continued in the Command of the naval armament of this State, and he is accordingly dismissed from the same.

Resolved, That Capt. Henry Dougherty be appointed to the Command of the Galley building at Kensington, by Mr. Williams, and that she be called the *Delaware.*

Resolved, That Capt. John Rice be appointed to the Command of the Galley called the *Convention.*

Agreeable to a Resolve of the Honourable Congress, & by direction of the Board, the following Commissions for Privateers, were granted, vizt:

To John Hamilton, Commander of the Brig't *General Mifflin,* of 12 Carriage Guns and 90 men, owned by John Cox, John Chaloner, &ca.

To Charles Ferguson, Commander of the Brig't *General Putnam,* of 12 Carriage Guns and 90 men, Owned by Matthew Irwin, Benjamin Harbeson, &ca.

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1. *Pennsylvania Colonial Records,* X, 700, 701–02.

ADVERTISEMENT OF SALE OF THE CARGO OF PRIZE SHIP *Friendship* [1]

On Monday the second of September, at ten o'clock in the morning, on Plumstead's wharf, will begin the sale of the cargo of the prize ship *Friendship,* consisting of Rum, Muscovado and clayed Sugars, condemned in the Court of Admiralty. [2]

Matthew Clarkson, Marshal.

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1. *Pennsylvania Evening Post,* August 27, 1776.
2. The *Friendship,* taken by Lambert Wickes in the Continental ship *Reprisal,* was condemned as a legal prize on August 27. Records of the Admiralty Court of Pennsylvania, April 13 – December 3, 1776, LC Photocopy.

28 Aug.

FRANCIS SHAW TO THE MASSACHUSETTS GENERAL COURT [1]

[Extract]

Honble Gentlemen, Machias 28th August 1776

After Removing many Difficultys started by the Crew of the *Diligent,* and laying wind bound several Days We saild from Piscataqua the 14th Instant and arrived here the 25th, after being Confined in Gouldsborough six Days by the *Viper* Sloop of War, who took two Sloops from this place within about five Miles of us as we run into Gouldsborough and lay off and on that Harbour most of the Time as We had not more than half our Compliment of Men, and them but very Indifferent Capt [John] Lambert tho't proper to let the Ship Remove before we should proceed, by persons that have been taken & releas'd we find she has but ten Carriage Guns, 18 Swivels & about 100 Men one half of them Disaffected and only wait an oppertunity of being properly Engaged to Rise on their Officers, her present Station is between Gran Mannan and Sequin, should she fall in with two of your Honors Sloops of War, I dare say they would Clear this coast of the greatest Scourge they have had since the Commencement of the present War – should I succeed in gitting a Number of Indians it would be Impossible to git them to the Westward, unless the *Viper* is Removed from her Station, add to that the Distress this Country must be in, as they can git no provisions from the Westward past her, and the advantage our Enemy has by supplying the English W. I. Islands with Lumber & Fish they take from us –

I would further add one or more Ships are loading at Annoplass, that the Inhabitants of Nova Scotia come to Passamaquodia for Lumber for them, and as several have been taken and afterwards Clear'd by your Honors, our armed Vessels are Intirely Discouraged from taking them and unless some stop is put to that Trade, and the *Viper* Removed, the Acts of the Honble Continental Congress against the English Islands being Supply'd will be frustrated, and this Extensive this new Country Intirely ruined –

1. Mass. Arch., vol. 210, 332, 333. Letter continued August 30.

JOURNAL OF THE MASSACHUSETTS COUNCIL [1]

[Watertown] Wednesday Augst 28th 1776

On Motion Ordered that a Warrant be drawn on the Treasury for Two Hundred & Forty pounds, four Shillings, in favour of Richd Derby Esqr to enable him to pay one Months avance Wages to the Seamen on board the Brig *Massachusetts* Danl Souther Commander – he to be Accountable for the Same –

A Warrant was drawn Accordingly & signed by 15 of the Council — On Motion Ordered, that Richard Derby Esqr be directed to fit out the Colony Armed Brigantine Call'd the *Massachusetts* whereof Daniel Souther is commander with all possible Dispat[c]h –

1. Mass. Arch., vol. 19, 197, 198.

PETITION OF ICHABOD JONES TO THE MASSACHUSETTS GENERAL COURT [1]

State of the
Massachusetts Bay } To the Honorable the Council & the Honble House of Representatives of the State aforesaid assembled in General Court at Watertown Aug 28th 1776

Most humbly shews

Ichabod Jones late of Boston in the County of Suffolk That your Petitioner in May 1775 considering that the People at Machias in the eastern part of this State were of themselves unable to procure the Provisions necessary for their Subsistence & knowing that the greater part of them depended on your Petitioner to supply them, the other Traders having declined to do it, did purchase a Quantity of Pork Flower & other Articles of Food & convey the same to the People aforesd in two Sloops belonging to your Petitioner – That when arrived at Machias the Inhabitants at the Request of your Petitioner met together & were informed that if they could furnish themselves in any other Way with necessary Provisions your Petitioner would be extremely glad to be freed from the difficult & hazardous Task. That a great Majority of them declared they could not obtain the necessary Supplies without the Assistance of your Petitioner & desired him to continue as formerly to bring them Provisions –

That afterwards by Means of some of Machias People with the Assistance of others in the neighbouring Places the Vessels aforesd & the Person of your Petitioner were seised – that at the time of this Seisure the Inhabitants of Machias owed to your Petitioner & Compy, nearly the Sum of four thousand Pounds lawful Money which he is able & ready to prove – That your Petitioner is lately informed they have taken Possession of his Houses Mills & all his other Estate at Machias & not only of the Estate of which your Petitioner was sole Proprietor but also the Estate which belonged to himself & others in Partnership –

That your Petitioner learns from an Advertisement in the Watertown Paper of August 19th that Libels are filed against the Vessels & Cargoes abovementioned before the Judge of the Maritime Court for the eastern District in this State & that the Justice of the Captures is to be tried at the said Court to be holden at Pownalboro on the 9th of September next – [2]

As your Petitioner is confined to this Town of Northampton under large Bonds (with scanty Means of Subsistence) he is unable to attend himself or to procure any person to attend in his Behalf on so short a Notice & is greatly apprehensive that his Property therefore will be condemned altho' if allowed to attend the sd. Court with his Evidence he persuades himself the Innocence of his Conduct would fully appear –

Your Petitioner therefore most humbly prays your Honors to take the Premisses into your wise Consideration & that he may be heard thereupon & having no Doubt on a full Knowledge of his Case your Petitioner would be discharged from any further Confinement – Your Petitioner also prays that he may have Liberty to attend in Person the Tryal aforesd of his Vessels at some future Time to which the said Court shall by Order of your Honors be adjourned & that in the mean Time all proceedings touching the Vessels & Cargoes aforesd may be staid – All which is most humbly submitted And as in Duty bound shall pray

Ichabod Jones

[Endorsed] In the House of Representatives Sept 6 1776 –
Resolvd that the Prayer of this petition be so far granted that the maritime Court for the Eastern District of this State to be holden at Pownalborough on the nineth of this Instant in order to try the justice of the Captures of two Vessels taken from the petitioner be adjourned to the first Day of october next in order that the petitioner by an attorney may Shew cause if aney

he has why the said Vessels Should not be Condemned. A – and that the judge of said Court be Notifyed thereof by being served with a Coppy of this order – passed – Sent up for Concurrence

Saml Freeman Speakr Pr Temp

In Council Sept 7th 1776

Read & Concurr'd with the Amendment at A & insert. And the Petitioner by his Attorney has Liberty to file his Claim with the Judge of the Said Maritime Court, to the Said Vessels & Appurtenances at any Time before the Said first Day of October next –

Sent down for Concurrence

John Avery Dpy Secy –

In the House of Representatives Sept 9 1776

Read & concurrd

Sam¹ Freeman Speakr P T

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1. Mass. Arch., vol. 181, 160–62a.
2. Sloops *Unity* and *Polly*. See libel in the *New-England Chronicle,* August 22, 1776, and Volume 1 for details of the Machias affair.

PETITION OF JONATHAN EDDY AND OTHERS TO THE MASSACHUSETTS GENERAL COURT [1]

To the Honorable Council and to the Honorable House of Representitives in the State of the Massach[uset]ts Bay in General Court Assembled at Watertown the 28th day of August Anno Domini 1776 –

The Petition of Jonathn Eddy. William How. and Zebulon Rowe. Late of Cumberland in Nova Scotia

Humbly Sheweth That Your Petitioners in Behalf of ourselves and distress'd Friends Residing in the County of Cumberland in the Government of Nova Scotia. –

That Your Petitioners would Inform your Honors that the Brittish Enemy are now Repairing the Old Forts in that Province to the Great Detriment of the Inhabitants there – That we Apprehend Can be for no other Intent but to keep the Inhabitants in Subjection to their Tyranical Measures Especially Since their forces Arrived from Boston the Last Spring to Hallifax –

That the far Greatest part of the People of Nova Scotia are Greatly Concern'd about it and has been the Cause of many of them to Leave their Estates to be Confiscated and to Come over to These States and will be the Cause of Many More to do the Same if they Can Effect it, Unless they Can have Some Supplys and Assistance –

That Your Petitioners Humbly conceive that if we your Petitioners with a Small number more to Joyn our Brethren there Could be Supply'd with Some Necessarys as Provisions and Amunition we Could at Present Easily distroy those Forts and Relieve our Brethren and Friends by permittion From Your Honors for So doing or in any other way your Honors Shall See meet and –

Your Petitioners as in Duty bound shall Ever Pray &c –

Johⁿ Eddy Wᵐ How Zebulon Roe

[Endorsed] In the house of Represents August 30. 1776 Read and Committed to Mr Sergent Mr Bailey and Colo Eleazer Brooks with such as the honble board shall join –

Sent up for Concurrence
Sam [1] Freeman Speakr P T

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1. Mass. Arch., vol. 181, 163–64.

Petition of Jonathan Hobby to the Massachusetts General Court [1]

The petition of Jonathan Hobby of Boston
Most humbly sheweth –

That your petitioner hath in Compy with other owners fixed for Sea a privateer now laying at Beverly Mounting fourteen Gunns of Six-four and three pounders, Carrying 100 Men and waiting only for the Article of Powder, your petitioner prays leave to purchase of any of the powder Mills five hundred pounds of powder for the Supply of the said Privateer – your petitioner also has ready to turn in to any of the said powder Mills about 70 lb of Saltpetre – and in duty Bound shall ever pray –

Jona Hobby

Boston 28th August 1776

[Endorsed] In the house of Representatives Sepr 9. 1776

Resolved that the Com[missar]y Gen[era]l be and he is hereby Directed to Deliver out of the Store belonging to this State (or ordr the Same to be Delivered at the Powder Mill in Andover) Four hundred pound of Gun Powder to Jonathan Hobby, he the Said Hobby Paying Six Shillings pr pound for the Same The Commy Genl to be acc[ounta]ble for the money so Received

Sent up for Concurrence
Saml Freeman Speakr PT

In Council Sep. 9. 1776 Read & Concurred John Avery Dpy Secy

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1. Mass. Arch. vol. 210, 179–80.

"Accot of Money paid by the Continental Treasurer to Stepn Hopkins Esqr for the purpose of Building the two Frigates at Providence" [1]

1776			Dolls
Feby	3	– pd him P. Draft from the Marine Committee	60,000
	10	pd Do P. Do	20,000
Mar.	11	– pd Do P. Do	9,000
	20	pd Do P. Do	8,000
Apl	24	pd Do P. Do	11,500
Augt	28	pd Do P. Do	40,000
			148,500
		The Credit given by the Naval Committee at Providence for Money they recd.	127,550
		Remains in the Hands of Mr Hopkins or still unaccounted for	20,950 Dolls

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1. Nicholas Brown Papers, JCBL.

"A JOURNAL KEPT BY EPHRAIM BRIGGS ON BOARD OF THE GOOD SLOOP *Warren* A BOLD PRIVATEER FROM DARTMOUTH TO THE LATTD OF 33:"[1]

Wednesday August the 28 Day A D 1776
Wednesday Morning struck A Porpis Lattd in 40:28

First Part these 24 hours A Jumbling sea Agoing Jib'd Ship the Wind at N E. onbent our Topsail Mended Him Bent Him Again Mended Him Handed Him Stearing S E by S Looks Like A [storm] Hous'd our Guns Took them out of the Carrages Put them [illegible] Hole all But the After ones

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1. RIHS.

ADVERTISEMENT FOR DESERTERS FROM THE CONTINENTAL SHIP *Warren*[1]

Deserted from the Continental Ship *Warren*, commanded by Capt. John Hopkins, two Sailors, who entered on board on Monday last, and received their Month's Pay; one of them named John Williams, about forty Years of Age, has a scar on his left Cheek, had on a blue Jacket and a Pair of Trowsers; the other named Thomas Kalton or Caton said to be about thirty Years of Age, had on a light coloured Jacket, new Shoes, and a Pair of Trowsers, one of his great Toes has been cut about Half off. Whoever takes up said Deserters, and confines them in the Gaol in Providence shall have Six Dollars Reward, and all necessary Charges paid by the Naval Committee.

N.B. It is supposed they have gone by Land, as no Vessel has sailed since.

Providence, August 28 [1776].

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1. *Providence Gazette*, August 31, 1776.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence*, CAPTAIN JABEZ WHIPPLE[1]

Remarks On Wednesday At. 28 [1776]
Spoke with the Brigg Sent the Bote on Board
Latt 40.29 Londg 65.27
The Furst [part] Weither pr Logg
Winds Enceling [inclining] E ward Sent The Dockter
on Board the Brigg One Man Very Much hirt
Heavey Sea Much Rain and theke Weither

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1. *Independence* Journal, RIHS.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT BRIG *Defence*[1]

1776	The Brig *Defence* 2d Cruse		Dr
July 17/	To Cash at Sundry times		625..4..–
Augt 2d	To 10 bottles & 2 Cases Claret		11..
	To 439 Gal Rum		109..5
	To 114 Gal Jamaca ditto	6[½]/	36..2

To 8 iron bound Qr Cask for ditto			6..
To 3 Kegs Brandy		60/	9.. –
To 2 bar Sugar	5..2.20	60/	17..2..–
To 41¼ Gall Melasses		3/	6..5..3
To 20 bunches Onions		/4	0..6..8
To 2 Firkens Butter	174	@ /10	7..5
To pd Hardings order to Moses paine for a Firken ditto			3.13..–
To 335 lb Cheese		/6	8..7..6
To 56 lb Coffee		1/	2.16
To pd Archa Robeson for Candles			1.16..3
To 2 bar Tallow	437	/8	14.11..4
To 19½ Gal oile		7/6	7..6..3
To 1 bar Tarr 24/ bar pitch 30/			2.14
To 1 bar turpentine			1.10
To 53 lb Old Junk		/6	1..6..6
To 208 feet pine plank		/2	1.14..8
To 30 lb 10d Nails		1/	1.10
To 10 lb 4d ditto		1/4	13..4
To Guy Richards 3 Bills		1/4	2..1..8
To Jas Owens do			8
To Jona Brooks 2 do			1..4..6
To Jas Benemans do			4..6
To Silas Churches do			2..2
To Davd Gardiners do			2..8
To Wm Stewarts do for 6 lb twine			18..–
To Jona Baleys do (Joiner)			1.10
To Thos Hutchinsons Bill for paint			12
To Thos Mumfords do for Boards [illegible]			10.–..–
To 2 bottles Oile for the Armorer			7..–
To Eb Goddards Bill Carpenter			44..4..3
To Samel Latimers do Black Smith			48.19..4
To Alex Merrels Bill Block Maker			13..0..1
To Robt Ushers do Doctering			2.15
To pd Mrs Skinner boarding James Wasling			0.10
To Ros Saltonstalls Bill for plank			3..5
To pd Owen for Lampblack			1.
To pd Davd Gardiner 2d Bill for Nails			1..4.10
To Jas Tilleys do Ropemaker			8.14..4
To 10 bus Corn		3/	1.10
To 14 Bar beef		30/	35
To 25 bar pork		80/	100
To 23..1.10 Bread		20/	23..6..9
To Jas [D]enemans Bill			8..4..4½
To 30 Double headed Shott Dd			3..–..–

	To 2 barrels powder 220	5/4	58.13..4
	To 1 Iron Cabbuse		12
	Carried over		£1258..6..6

1776 The Brig *Defence* 2d Cruse Dr

Augt	To the Sum brot over		£1258..6..6
	To Half bushel Lime		2..
	To pd Samel Cheeny the Mason		6..
	To pd Jona Douglass Bill		4..9
	To 17 Iron bound Cask	15/	12.15..
	To 1 Cable 14..0..7	100/	10..7
	To 1 Spy Glass		3.–..–
	To 4 Cord Wood	12/	2..8
	To pd Wm Brooks Bill the Butcher		42..3.11
	To pd Board Cornelias Dunham a wounded Seaman		3..5
	To pd Jona Starrs Bill		1.12..0
	To pd Wm Skinner boarding Thos Greystock		7.16..0
	To Cash advanced ditto		1.10..
	To pd Charles Walkers Bill		26.18..
	To pd Nicho[las] Starrs ditto		1.11..6
	To pd Davd Lewis boarding Thos Greystock George Gea & Samuel Raymond		5.15..
	To pd Jas Robeson boarding John Tenent & John Still		3.10..
			1447.14.11½
[August 28]	By Capt Hardings order on Gov & Council		652..4..–
			£ 822.10.11½
	To freight of 10 bus Corn 14 bar Beef & 25 bar pork P Dan Rice from fairfield		3..1..6

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1. Nathaniel & Thomas Shaw Collection, Ledger 4, YUL.

CAPTAIN WILLIAM COIT TO THE CONNECTICUT COMMITTEE OF THE PAY TABLE [1]

Gentlemen New London August 28th 1776,

Please to pay Capt Elephalet Roberts One Hundred Pounds Lawfull Money and place the same to my Acct as paymaster of the Ship of Warr of this State Built at Saybrook (Now call'd the *Oliver Cromwell*) and You will Oblige [&c.]

William Coit

Gentlemen Comtee the Pay Table of the State of Connecticut Hartford

Gentlemen The Reason of my giving the above Draft without A perticular Order from his Honor the Governor, is, Tomorrow I shall set out for Nantucket and to go all the Way to Lebanon will detain me and so small a sum cannot make any difficulty.

William Coit [2]

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1. Conn. Arch., 1st Series, IX, 120a, ConnSL.
2. *Ibid.*, on August 29, Governor Jonathan Trumbull sent an order to the Committee of the Pay Table authorizing the payment to Captain Roberts.

Connecticut Journal, WEDNESDAY, AUGUST 28, 1776

New-Haven, August 28

Last Monday passed our Harbour, standing to the Westward, two Frigates, the *Nigar* of 32 guns, Capt. [George] Talbot, the other is said to carry 28 guns, also a large Brig of 16 or 18 guns, [1] who had in Company two small vessels supposed to be prizes. They left the English Fleet, near New-York, last Friday se'nnight, and it is probable will remain in the Sound to interrupt our Communication with the Army at New-York.

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1. H. M. S. *Brune,* 32 guns, and H. M. Brig *Halifax.*

ORDERLY BOOK OF BRIGADE MAJOR PETER SCULL[1]

Head Quarters [Ticonderoga],
Aug. 28th 1776

One Cap. 2 Sub[altern]s, 2 Ser. [sergeants] 2 D[ru]ms & 50 Rank and File from Gen. Bricket's [James Brickett] Brigade to parade as soon as possible, to take 12 Batteaus to Skeensborough, the Cap. to wait on the D. Aj. [Deputy Adjutant] for orders before he setts out; – The Batteau Mas[te]r will provide the Batteaus immediately.

The Batteau Masr is ordered to take a Fatigue-Party and proceed immediately to collect all the Oars from the different Incampmts, and places where they are scattered.

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1. MNHP.

MAJOR GENERAL HORATIO GATES TO GEORGE WASHINGTON [1]

[Extract] Tyconderoga August 28th, 1776.

As the Small-Pox is now perfectly removed from the Army, I shall in consequence of the Intelligence received of the Motions of the Enemy immediately assemble my principal Strength to maintain this Important Pass, and hope General Waterbury, in a Week at farthest will be able to come with the three Row-Gallies to Tyconderoga, and proceed the Instant they arrive and are fitted to join General Arnold upon the Lake.

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1. Washington Papers, LC.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH [1]

[New York, August 28, 1776] On the morning of the 28th, there was a skirmish between the Americans and British which terminated rather in favour of the former. The same night, the British began to open works, at the distance of about 600 yards from the American works on the left. Gen. Washington wrote to our General to send down to the city all the boats that could be spared from Kingsbridge and Fort Washington, intimating, that he might possibly find it necessary, at night, to throw over more troops to Long Island. This order was immediately complied with, and the boats sent down, while the real intention of their use was fully understood.

1. Abbatt, ed., *Heath Memoirs*, 49.

LIEUTENANT ELIAS BALDWIN TO SOLOMON PORTER, DANBURY MERCHANT [1]

[Extract] New York Augt 28, 1776.

Dear sir I wrote you soon after I came into Town of the landing of the Kings Troops upon long Island we expected an Attack upon the Town by the Shipping or an Attempt to land above the Town soon—but it seems the Enemy have collected most or all their strength upon the Island – they have been advancing towards our lines ever since they landed – & have met with little opposition from our people till Yesterday. – Reinforcements did not go on fast to the Island till Monday & yesterday. Probably our Generals suspected it only a feint – There are now a large body of Troops on the Island all the Connecticut Regs are there save the Militia – & those on the Jersey side viz [Philip Burr] Bradley's & part of [John] Durkee's & [Comfort] Sage's on Govr Island. Part of General Miflins [Thomas Mifflin's] Troops are called in from the blue Bell. The lines in the City are almost wholly manned by the Connecticut Militia. Our Alarm post is above the Town by the North River; About 1¼ or 1½ miles from our Quarters, Whither we are to repair by break of Day. Yesterday 5 or 6 Ships appeared standing up to the Town – this Caused a General Alarm – we all continued at our Alarm posts till from morning to Sunset. The Ships came up about [illegible] half way from the hook where they came to anchor towards Night – One of them saluted the Battery at Red hook with a few Guns & the Compliment was returned probably very inoffensively to both Sides. There was a Considerable Engagement on the Island Yesterday – But particulars I cannot learn with any Certainty. Our people took near 40 Prisoners – 40 or more were sent over wounded. Col. Perrin [2] of Pensylvania was killed – probably considerable Number have been killed on both sides – I fear we have a considerable number taken prisoners, but time only can assure us of the particulars – Lord Sterling is probably Missing either killed or taken. [Lt.] Col. [James] Grant of the Regulars probably killed as a Hat was found shot through with his name wrote in it. Our Troops are doubtless retreated to their Lines – & the Enemy very near. – Nothing Material has been done today as we hear – doubtless they will soon attempt to force our lines w[hich] will be bloody work. . . .

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[1] Baldwin Family Papers, YUL.

[2] Lieutenant Colonel Caleb Parry, of the Pennsylvania Musket Battalion.

Vice Admiral Richard Lord Howe to Commodore William Hotham [1]

Eagle. 28 Augt [1776]

I return you many thanks, my dear sir, for your congratulations on the events of yesterday. I have the satisfaction to hear from Genl Howe, that he has every reason to be contented with the prospects before him, and in the highest degree so, with the spirit & temper of the Troops.

I should be more deficient in judgement & discretion that I will confess that I am, if I did not much covet the assistance of you, & your present captain likewise, when any effectual service is to be undertaken. At present we must wait upon the movements of the Army; But if you can contrive to have the service in Greenwich Bay carried on by Sr Geo: Collier with the assistance of Capt [William] Williams, I shall be glad to see you with the *Ph*[*o*]*enix*, *Rose*, & *Greyhound* also, when the last can be consistently spared, nearer to me; for any occasional service, as well as opinion in the conduct of it. Wherefore, tho' your own ship goes down to you today, consider of the plan of arrangement which it maybe necessary to give to Sr Geo: Collier for the Gravesend Bay Service with the State of His Ship in point of Water, and follow your own sentiments for the rest. I will in the mean time endeavor to provide some means to supply him with Water which I believe he wants, that no time maybe lost in fitting him for the proposed Service and that I may the sooner derive the assistance from you which no person can value more than your ever faithful servt

Howe

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[1] Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

Captain William Rogers' Account of Prisoners Taken off Fire Island [1]

An Acct. of Prisoners taken in three following Vessels [fro]m Halifax bound to Sandy Hook by Capt. Willm. Rogers [in] the *Montgomery* Privateer of[f] Fire Island Creek South [sho]re of Long Island

1st. Sloop *Phenix*'s Crew
- John Brown Master
- Willm. Hardy Mate
- John Mayou, Boatswain
- John Deacon Seaman
- John Pinnet Do.
- John Lincis, Boy
- George Clandir Passenger

2d Sloop *Sally*'s Crew
- Solomon Smith Master
- Seth Williams – Mate
- Richd. Williams – Seaman
- Robert Colefax – Do.
- Calvar Hethway – Do.
- Edward Cannibal – Boy
- Daniel Dunbar – Passenger

3d. Sloop *Mary*'s Crew
Duncan Campbell Master
John Farrel – Seaman
Will Clear – Do
Peleg Manfil – Do
Andw. Mitchel Passenger
Michael Jobbin – Do.
Alexr. McMullen – Do. – Left Sick

There is also a Soldier taken Prisoner in the enga[ge]ment [on] Long Island night before last whose name is John Wright
Augt. 28th 1776.

[First endorsement] Samp Town August 30 1776 Recd, of John Treat Crane Nineteen Men & Two Boys which I am to safly keep in Custody till 31st of sd. August & then to return them Over to the Aforesd. John T. Crane tomorrow Morning Witness my Hand

Samuel Randolph Capt.

[Second endorsement] Sommerset Court House Augt 31st Recd. into custody from the Hands of John T. Crane all the within Named Prisoners except McMullen who was left Sick Witness my Hand

G Voorhees Dy Chearman [2]

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1. William Livingston Collection, MassHS.
2. *Ibid.*, on August 31 the masters of the three ships and Andrew Mitchell, passenger in the *Mary*, petitioned Brigadier General William Livingston "to order our Chests & Bedding to be forwarded to us as our linen is already very dirty."

Journal of the Continental Congress [1]

[Philadelphia] Wednesday, August 28, 1776

Resolved, That an order for 500,000 dollars be drawn on the treasurer, in favour of the Marine Committee, they to be accountable for the expenditure of the same.

The Marine Committee having recommended Joseph Greenway to be a third lieutenant on board the *Delaware* frigate, commanded by Charles Alexander, Esqr

Resolved, That he be accepted, and that a commission be granted to him accordingly.

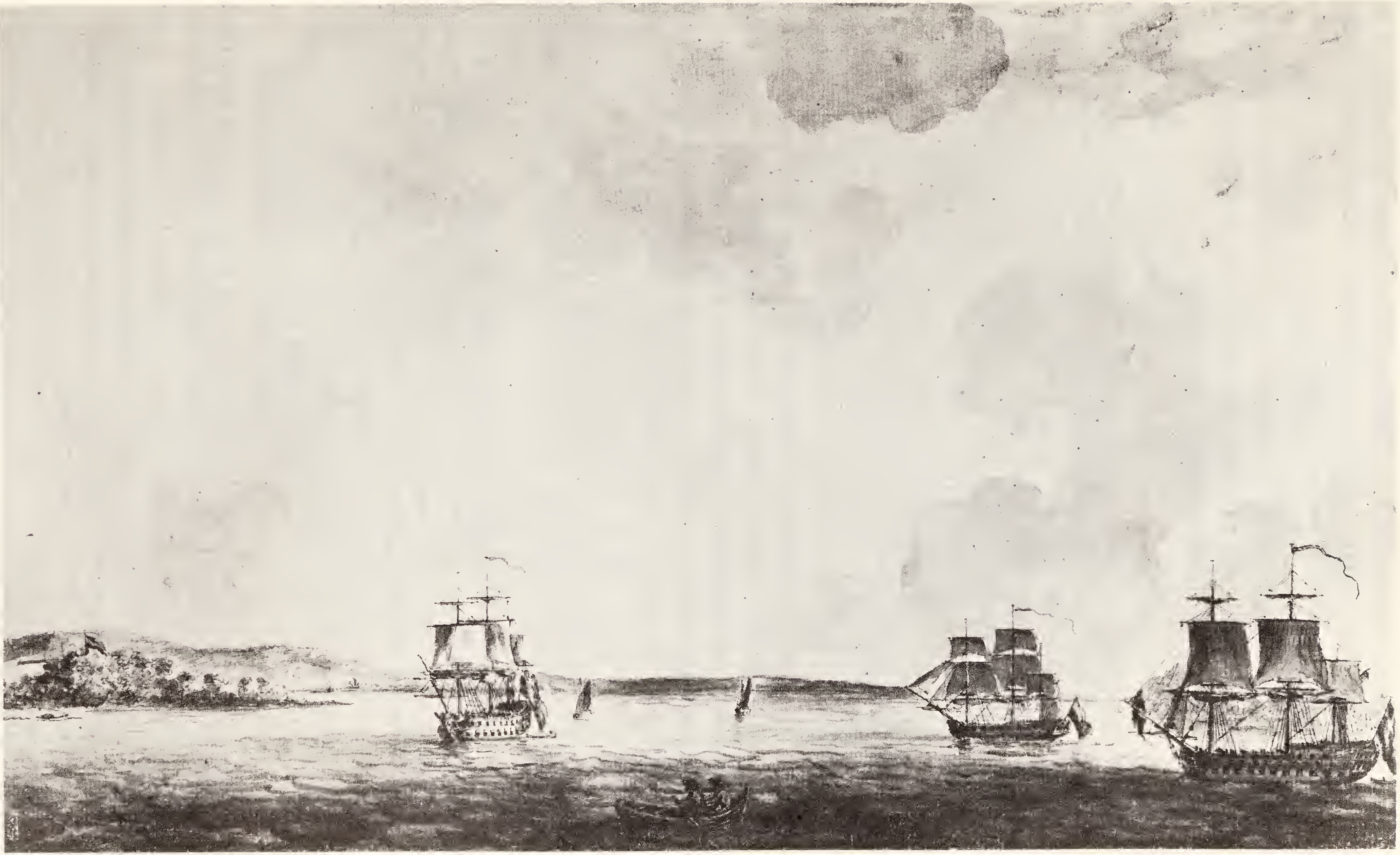
Resolved, That the Marine Committee be empowered to lend ten bolts of light duck to the delegates of Maryland, for the use of their troops; provided the same can be done without prejudicing the [marine] service.

1. Ford, ed., *JCC,* V, 710, 711.

Journal of the Pennsylvania Council of Safety [1]

In Council of Safety,
[Philadelphia] August 28th, 1776.

An order was drawn on Jno. M. Nesbitt, Esq'r, Treas'r, in fav'r of Capt. Hazlewood, or his son, for £20, on acco't of the Fire Rafts, to be charged to Capt. Hazlewood.



Admiral Howe's Fleet at Anchor, After Battle of Long Island.

An order was drawn on John M. Nesbitt, Esq'r, Treasurer, in favour of Arthur Donaldson, for £200, towards the Floating Battery now Building under his direction, to be charged to his Account.

1. *Pennsylvania Colonial Records,* X, 702, 704.

COMMITTEE OF ACCOMACK COUNTY, VIRGINIA, TO THE COMMITTEE OF SOMERSET COUNTY, MARYLAND [1]

Gentn/ Accomack Augt 28th 1776

The bearer hereof (Nathan Linton) has informed the Committee of this County, that some time past he in company with one other man took up a wreck at sea, and carried it into some creek in your County, that before they could strip the wreck it was retaken from them by Joseph Wailing a noted Tory who was then bound to the Kings fleet with 20 or 30 people of his own stamp, that he the said Linton insisted he was intitled to some recompense for his trouble in saving the wreck, but Wailing refused to allow him any thing, saying the boat belonged to one Goodrich in the fleet and he would keep possession of it for him. Linton then said he would make application to some officer in the fleet for satisfaction, and was procuring a boat for that purpose, but Wailing offered him a passage in his boat, which he said was to return immediately after discharging her cargo of Tories Linton accordingly made application to Capt. [Matthew] Squire, [2] who after being informed of the several circumstances above mentioned told him he might have the hull of the wreck, and five barrels of Oyl which was in the wreck, being of no use to the fleet; Linton also informs this Committee that he took up four clintcher boats drifting; three of which together with 100 Gallons of Oyl and some old Iron, he says was taken from him by Col Waters. –

This Committee has refused to do any thing in Linton's Case, untill fully informed concerning it from you, and what Character he supports as a friend to America – which we hope you will supply us with by first oppertunity; in the mean time we desire that the boats and oyl as they are perishable articles may be sold and the money arising from the sale thereof retained untill the matter can be fully heard and determined

Signed Pr Order Committee
John Powell Clk

N.B. As Linton had rather have the Boats Oyl and Iron deliver'd him than sold, we are willing the said [w]ld be delivered him if he can give you security for the delivery of those Articles in our County – J. Powell

[Endorsed] I will be Nathan Linton's Security for the Safe delivery of the goods here, and that they shall be Subject to the order of our Committee.
Onancock, Augt 28th 1776 Isaac Smith

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[1] Executive Papers, Box 1, Md. Arch.
[2] Commander of H. M. Sloop *Otter.*

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY [1]

[Wake County] Wednesday August 28th 1776

John Hamilton appearing before this Board in behalf of John Hamilton and Company and suggesting that they had been aggrieved by the determination of this Board relative to the Brigantine *William* directed by the Congress held at Halifax in April last to be seized as British property, [2] and praying an Appeal from the determination of this Board to the next Congress, and that all further proceedings be stayed until the direction of Congress be had thereon;

Resolved That the said John Hamilton in behalf of the Company, be permitted to appeal to the next Congress and that the said John Hamilton and Company and all other persons, the Officers of the Courts of Justice excepted who have received any Monies arising from the Sale of the said Brigantine *William* replace the same in the Hands of Christopher Neale Esqr until the Resolution of the next Congress. [3]

Resolved That Messrs Francis Brice and George Merrick be appointed Commissioners for the port of Wilmington in this province and that they enter into Bond with Security in the sum of five thousand pounds for the faithful discharge of this Office.

Resolved That the Commissioners appointed at the Ports of Edenton, Bath, New Bern and Wilmington be impowered to give Permits to Vessels to load with Staves and heading for any of the French, Spanish, Dutch or Danish Islands in the West Indies the Owner or Owners of such Vessels first giving Bond with good and sufficient Security in the sum of two thousand pounds, which Bond must be made payable to the president of this Congress of this State and his Successors that Salt Arms Ammunition and other Warlike Stores shall only be imported in return for the Nett proceeds of such Staves and heading, and that no person or persons shall be intitled to this privilege but known Friends to the American Independency.

Resolved That Mr William Brown be appointed Commissioner for the port of Bath and that he enter into Bond with Security in the Sum of two thousand pounds for the faithful discharge of his Office which Bond is to be lodged with the president of the Provincial Congress

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1. Secretary of State Papers (Provincial Conventions and Congresses/Councils 1774–1776), NCDAH.
2. See Volume 4, 757, 1346.
3. Hamilton and Company had a cargo of molasses, sugar, and coffee on board the *William.* John Hamilton to Cornelius Hartnett, August 10, 1776, Secretary of State Papers (Correspondence of Council of Safety), NCDAH.

GOVERNOR SIR BASIL KEITH TO VICE ADMIRAL CLARK GAYTON [1]

Sir Kings House Spanish Town Augt 28th 1776

I held a Council yesterday before whom I laid all the Papers and Informations I had receiv'd relative to the Internal situation of this Country since their last meeting on the 21st inst when the Board were unanimous in advising me to take off Martial Law provid'd I renew'd my former order of the 11th of July requiring the Colonels and Commanding Officers of the Militia through the Island to keep a proper Guard within their respective Parishes till my further order, but at the same time it is express'd in our Minutes that we are more induced to this from the apprehensions of the approaching rainy Seasons so very prejudicial to the health of the White Inhabitants than from any opinion on the information before us that the internal peace & Security of the Island are intirely restor'd, & establish'd, in concequence of which I propose lodging the Colours at Noon of the 29th It was likewise our Unanimous opinion that I should after offering you the best thanks of the Board which I have the most cordial satisfaction in doing for them, and myself, for your constant attention to the safety & Welfare of this Island to represent to you, that we do not think it necessary at present to request further assistance of you than that of the largest of the two Arm'd Vessels, now to Leward which we wish you will order to remain at Lucea, for about a fortnight longer, unless future applications should be found Necessary. I am with great respect Sir [&c.]

A Copy Basil Keith

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1. PRO, Admiralty 1/240.

29 Aug.

Journal of H.M.S. *Scarborough,* Captain Andrew Barkley [1]

Augst [17]76 Moor'd off Fort Cumberland in the Bay of Fundy.

Wednesy 28th Empd. Occasionally
First part fresh Breezes & Squally with rain, Middle & Latter Modte & Cloudy, at 4 P. M found the Ship to take the ground aft,

Thursy 29th at 6 AM bent the stream Cable to the small Bower, veer'd away and began to unmoor at 7 the Ship grounded aft; the strong Ebb Tide taking her upon the Larboard Bow twisted her round by which means the stream Cable parted 30 fms from the small Bower; the Ship fell down upon her beam ends, at nine she righted as the Tide began to flow, at 10 veer'd away on the Best Bower, in order to weigh the small Bower, at 11 the Bouy Rope broke, let go the Kedge Anchor with a Bouy to it for a mark for the small Bower, at noon weigh'd & made sail, drop'd farther down the Bay: open'd a Cask Beef Contents 154 pieces.

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1. PRO, Admiralty 51/867.

Judge J. Brackett to the New Hampshire Council [1]

Gentlemen Portsmo Augt 29th, 1776.

The Ship *Prince George* commanded by Capt. Emms [Richard Emmes] had her trial last week; [2] the Jury brought in their Verdict & condemned three quarters of Ship & Cargo to the use of the Colony – the other quarter to the Matross Company (Stationed at Fort Washington) to be equally divided between officers & privates – tho' both the Resolves of Congress & Law of the Colony, say, the Captors shall have one third & the Colony two.

There was also a trial of the Masts &c. which were claimed by Mr. Perry [Edward Parry]:[3] the Jury thought the claim was not Good, & condemned them to the use of the Colony likewise. I shall in a day or two decree According to the Jury's Verdict & Issue a Precept to the Sheriff to sell and make distribution According to said Verdicts, and should be glad you would appoint Pearse Long Esqr Agent for the Colony, that there may be somebody here to take care of its Interests, &c. I am, Gentlemen, [&c.]

J. Brackett.

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[1] Nathaniel Bouton, *et al.*, eds., *Provincial Papers: Documents and Records Relating to the Province of New Hampshire . . .* (Concord, 1867–), VIII, 360, 361. Hereafter cited as Bouton, ed., *Documents and Records of New Hampshire.*

[2] The *Prince George,* with a cargo of flour, had blundered into Portsmouth harbor October 2, 1775. See Volume 2.

[3] Parry was employed by the Royal Navy to supply masts from Maine. See Volume 1.

JOHN LANGDON TO THOMAS CUSHING [1]

Dear Sir Portsmouth 29th August 1776

Your favou'r of the 25th is now before me, I am much of Opinion with you relative to Cannon, think the prices too high by one half, I've endeavoured to Contract with them for Cannon but could not, therefore intend letting it alone for the present, till seeing Colo Whipple, who I expect every moment here from Philadelphia, the price of Cannon at Providence has risen so fast, it looks like takeing the Advantage, however I may be mistaken – The affair of the *Milford* I most heartily wish could take place, tho' we cannot give any Assistance with our Ship without Guns from some other place those here in our Batteries (except one or two) being 32 pounders, Six and 4 do therefore think it unlikely we can assist, however I intend mentioning it to our State and if it's possible to procure Guns, no doubt shall join you What in under Heavens does our Friends at Providence mean by not letting us have those Guns which have been cast so long. As to the Cable you mention I had 90 fathom of Junk instead of one third of all the Junk that was bought in Boston as that was our Agreemt if you remember, I therefore Expect at least five Tons more of Junk from you, as am much in want of it, not one peice of Light Canvas in this part of the World. –

Your [&c.]
John Langdon –

P S If any Canvas or Cannon shall inform you. –

[1] John Langdon Letter Book, J. G. M. Stone Private Collection, Annapolis.

ADVERTISEMENT FOR DESERTERS FROM THE CONTINENTAL FRIGATE *Raleigh* [1]

Five Dollars Reward.

Deserted from the ship of war *Raleigh,* under my command, Charles Williams, an Englishman, dark complection, five feet five inches high – Francis Bennet, a Portuguese, dark complection, five feet four inches high – Edward Fernald, an American, brown complection, 5 feet 8 inches high, – and Samuel Clark, an American, brown complection, five feet seven inches high. – Whoever will apprehend the said deserters and bring them on board the said ship, shall have Five Dollars reward for each, and traveling charges allowed.

Thomas Thompson

Portsmouth, August 29, 1776

N.B. Went adrift from said ship, a fourteen foot Moses Boat, whoever will take up said boat and return her to said ship, shall have Two Dollars Reward.

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1. *The Freeman's Journal,* September 14, 1776.

Journal of the Massachusetts Council [1]

In Council [Watertown] Augt 29. 1776

Whereas The Ship *Queen of England* Arnot Master, loaded with Pork and other Provisions for the use of the Enemy, was lately taken within the Harbor of Boston by Capt Caleb Hopkins Commander of a Decoy Ship placed at Nantaskett by order of this State & the regiments under the Command of Col Whitney and Colo Craft, stationed at Nantaskett Head for the Protection and defence of the Harbor of Boston, and the Legality of the Capture of said Prize has been Tryed & she has been Condemned one third to Capt Hopkins & two thirds to the Regiments under the Command of Colo Whitney and Colo Crafts, and the said Capt & Colos Claim the Whole of said prize and their Agent is daily dispersing the same, so that this State will be deprived of any share in said Prize notwithstanding the Capt & Colos aforesaid with their regiments was paid and Subsisted by this State, Therefore Resolved,

That Richard Derby & Thomas Cushing Esqrs with such as the Honble House May join be a Committee to take this Matter under Consideration & report what is proper to be done so that justice may take place

sent down for Concurrence

John Avery Dpy Secy

[Endorsed] In the House of Representatives August 30, 1776
Read & concurred and Judge [Nathan] Cushing Capt Bachellor [Josiah Batchelder] & Colo Tarbell are Joined J Warren Spkr
In Council Sept 2d, 1776. Ordered That David Sewall & Daniel Hopkins Esqrs be a Committee in the Room of Richard Derby and Thomas Cushing Esqrs Absent – Sent [down] for Concurrence

John Avery Dpy Secy

In the House of Representatives Sept 2, 1776. Read & Concurred

J Warren Spkr

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1. Mass Arch., vol. 210, 251, 252.

Order of the Massachusetts Council Establishing Seniority of the Captains of State Armed Vessels [1]

In Councill [Watertown] August 29, 1776.

As it may often hapen that the armed vessels in the service and pay of this State may meet & be called to act in conjunction – and as fatal consequences might insue should a contest arise at such times, with whom lay the first command. For the Prevention whereof it is ordered that Capt Daniel Souther of the Brig *Massachusetts* be the first Captain of the Armed vessels in the pay of this State & that Capt Simeon Sampson be second Capt Jno Fisk third, Capt Richd Welden fourth, Capt John Foster Williams, fifth, and Capt John Clouston be the sixth, [2] and that all Captains of Armed Vessells hereafter appointed take Rank according to the Dates of their Commissions unless otherwise ordered by this Board,

In the Name & pr Order of Council
Walter Spooner Prest

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[1] Mass. Arch., vol. 165, 171.

[2] Sampson commanded the brig *Independence*; Fisk, the sloop *Tyrannicide*; Welden, the brig *Rising Empire*; Williams, the sloop *Republic*; and Clouston, the sloop *Freedom.*

Petition for Commission for Joshua Stone to Command the Massachusetts Privateer Sloop *Retrieve* [1]

To the Honble the Council of the State of Massachusetts. –

The Petition of John Fox, in behalf of himself and others of Falmouth, Casco Bay –

Humbly shews

That they have been at great Expence in fitting out a Sloop called the *Retrieve* burthen'd 95 Tons to be navigated by 80 Men – to be mounted with 10 Carriage Guns, 4 & 3 pounders, & 16 Swivel Guns, – to carry 600 lb Powder 8000 lb Beef, 12 Barrels of Pork & 7000 lb Bread &c.

That said Sloop is fitted out by the Petrs for the purpose of cruizing against the unnatural, & inveterate Enemies to the States of America –

That they have chosen the following Officers for said Sloop – viz: –

Joshua Stone Captain
Wm McLellan. 1st Leut
John Lemons – 2d Lieut
Arthur McLellan. Master.

The Petrs therefore pray your Honors to Grant a Commission to Capt Joshua Stone as Commander of the abovemention'd Vessel –

And as in Duty bound will ever pray &c

John Fox for himself
& the rest of the Owners

Watertown. Augt 29th 1776.

[Endorsed] In Council Augt 29th 1776. – Read & Ordered that the Prayer of the within Petition be granted on the Capt Stone's giving Bonds agreeable to the Orders of Congress.– [2]

John Avery Dpy Secy

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1. Mass. Arch., vol. 165, 174–74a.
2. Commissions were also ordered this date for the following Massachusetts privateer schooners: *General Putnam,* Captain Stephen Mascoll; *True Blue,* Captain William Cole. Gunpowder was hard to come by. Owners of privateers frequently requested that they be supplied from the state magazine in order to send their vessels on a cruise. Numerous petitions for powder are to be found in Mass. Arch. records.

John Bradford to John Hancock [1]

Dear Sir Boston 29th Augt. 1776

I had the Honour to write you by the last post in which I hinted that I had Sent Capt [Samuel] Tucker with fifteen hands to portsmo to bring the prize round to Boston, Tucker proceeded so far as Salem where he met Mr Tracy who assur'd him he was at portsmo the day before in Company with Mr [Joshua] Wentworth and [John] Langdon, who were determined to keep the vessell there and had libell'd her; on recievg this information he with his men Return'd,[2] I beg Leave to Suggest Sir if they have authority to stop prizes that Just goes into the mouth of their harbour for a nights Anchorage, no more Continental prizes may be Expected to this port, for as the Autumn is Approaching, all the prizes must come round Coast ways from the Eastward to shun the Enemy's cruisers and must harbour every night, and I think it would be Extraordinary for them Gentlemen who have no Care or trouble in fitting out the Schooners to receive the Emolument arising on the Comission, I thought it my Duty Sir to give this information and beg leave to offer it to the Consideration of the Marine Committee

I had the pleasure of taking Mr Adams & Whippl[e] by the hand Yesterday almost the Instant they arrived,[3] they left their fellow traveller at Hartford having meet an Accident, but they expect him in a few days. I wish a long Continuance of your health and am with all due Respects [&c.]

J. Bradford

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1. Walter Fuller Don Collection, SI.
2. The *Nelly Frigate* taken by Washington's schooners *Hancock* and *Franklin.*
3. Samuel Adams and William Whipple had left Philadelphia on August 4.

New-England Chronicle, THURSDAY, AUGUST 29, 1776

Boston, August 29.

On the 26th Inst. Capt. [William] Nott, of the Privateer Sloop *Broome,* of New-Haven, arrived at Dartmouth with 4 valuable Prizes, viz. – the Ship *Charming Sally,* John Stell, Captain, bound to Europe from Dominico; had on board 465 Hogsheads, 31 Teirces, 35 Barrels of Sugar and 25 Tons of Fustic: – The Snow *Ann,* John Bowes, Captain, from Tobago to Lancaster; had on board 169 Hogsheads, 20 Teirces, 26 Barrels of Sugar, 40 Bags of Ginger and 118 Bales of Cotton: – The Brig *Carolina Packet,* Mark Towel, Captain, bound from Antigua to London; had on board 151 Hogsheads, 12 Teirces, 10 Barrels of Sugar, 2 Hogsheads of Rum, and 14 Tons of Lignum

Vitae and Fustic: – And the Brig *John,* Daniel McKay, Captain, from Grenada to Dublin; had on board 90 Hogsheads and 2 Teirces of Rum.

One Day last Week, the *Viper* Sloop of War, belonging to the Royal Pirate, and which has been cruising off Cape-Ann some Days, took two Sloops, from the eastward.

Last Sunday Morning safely arrived at Marblehead, a Prize Ship from Jamaica, with a Cargo of Sugars, Cotton, &c. She was chased by the *Milford* Frigate, who being fired upon from one of the Forts there, put out again; and on Monday took a Brig (said to be a Prize bound for Salem) [1] and a Schooner and Sloop from the Eastward, for this Port, laden with Lumber, &c. They set Fire to the two latter Vessels, and entirely destroyed them. The Brig still remains in their Possession. The People belonging to the Eastward Vessels made their Escape in their Boats, and got safe on Shore. The *Milford* continues cruising off our Bay.[2]

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[1] The brig *Diana,* a West Indiaman for Cork; see journal of the *Milford,* August 25, 1776.

[2] The *Continental Journal,* August 29, carries similar coverage of the events related in this entry.

Libels Filed in Massachusetts Admiralty Court Against Various British Prizes [1]

State of the Massachusetts-Bay, Middle District, ss.
To all whom it may concern.

Notice is hereby given, that Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances; to witt – in Behalf of Captain Joseph White and his Company, and the Owners of the privateer Sloop *Revenge,* against the Ship *Anna Maria,* William Pringle late Master; and against the Ship *Polly,* of about 170 Tons Burthen, Tobias Lear late Master: – in Behalf of the Captains Tucker and Skimmer and their Companies, of the Continental armed Schooners *Hancock* and *Franklin,* against the Brigantine *Perkins,* burthen about 140 Tons, William Jenkins late Master: – In Behalf of Captain Wingate Newman and his Company, and the Owners of the Privateer Brigantine *Hancock,* against the Ship *Nancy,* burthened about 220 Tons, George Keys late Master; and against the Sloop *Two Friends,* burthened about 95 tons: – In Behalf of Captain John Phillips and his Company, and the Owners of the Privateer Sloop *Warren,* against the Ship *Isaac,* burthened about 400 Tons, George Ashburn late Master: And in Behalf of Caleb Hog and James West, against the Schooner *Deborah,* burthened about 45 Tons, Samuel Nickerson late Master: All which Vessels, their Cargoes and Appurtenances, so libelled, are said to have been taken and brought into the County of Essex. And Another Libel is filed before me by Bartholomew Putnam and Andrew Cabot, against the Ship *Lord Dartmouth,* of about 300 Tons Burthen, her Boats, Sails, Cables, Anchors, Rigging and Appurtenances, and a Chest of English Goods on board her; all which, lately in the Possession, and under the Care and Command of Captain ——— Lee, were they say, by them seized and taken in Danvers, in the County of Essex, on a Part of the Sea, between high water and low-water

Mark. And for the Trial of the Justice of these Captures, the Maritime Court for the said Middle District, will be held at Salem, in the County of Essex, on Tuesday, the Seventeenth Day of September, 1776, at ten o'Clock in the Forenoon; when and where the Owners of said Captures, or any Persons concerned, may appear and shew Cause, if any they have, why the same, or any of them, should not be be condemned.

Tim Pickering, Jun. Judge of said Court.

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1. *New-England Chronicle,* August 29, 1776. This issue also contains libel filed by Captain John Fisk of the *Tyrannicide* against the brigantine *Betsey,* Joseph Dean, commander – trial to be held in Boston on September 6.

Journal of the Committee Appointed to Build Two Continental Frigates in Rhode Island [1]

[Providence] August 29

Voted That the Sum of One Hundred and six pounds twelve shillings and six pence ¾ be paid Mr John Smith out of the Treasury as the Ballance of his Account

Tis agreed to pay Capt Christopher Sheldon Six pounds Lawfull Money for the Damage done his Warfe in Launching the Ships

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1. Journal R. I. Frigates, RIHS.

Major General Philip Schuyler to John Hancock [1]

[Extract] Albany August 29th 1776

Sir Captain Wynkoop, who has been sent down to me by General Gates has this Morning delivered me the enclosed Memorial,[2] with a Request that I should transmit it to Congress – As I cannot refuse complying with his Request I have thought it incumbent on me to let it be accompanied with General Gates and General Arnold's Letter on the Subject – Altho' I believed Wynkoop to be brave and industrious and equal to the Command of what Vessels we had when I recommended him, yet I was so far from being sufficiently acquainted whether he was equal to the Command of such a Number of Vessels as we have now there, that I learnt General Arnold's Appointment with great Satisfaction and very much approved of it . . .

Our Carpenters sicken very fast. Capt Titcomb of the Massachusetts Bay had only ten at Work on the 25th out of fifty, and many of the other Companies were also down. We are however so much a Head of the Enemy in our Naval Force, that I do not apprehend they will be able to equal our Strength this Campaign notwithstanding the Indisposition of our Carpenters – I have ordered a Physician to Skenesborough to examine the sick Carpenters that such might be discharged as are not likely to be of future Service – the Expence being very high.

If the Enemy should find themselves unable to make an Attempt to penetrate into the Colonies this Campaign it is more than probable that they will assiduously employ themselves in the Course of next Winter to procure Materials for building as large Vessels as the Lake will bear in Order to get a Superiority next Campaign and altho' I am under no Apprehensions that they will ever be able to penetrate into the Colonies from the Northward as there is such a Variety of Difficulties to be surmounted before they can reach any part where they can be subsisted, yet if they should obtain a Superiority on the Lake they might in another Campaign possess themselves of Tyonderoga, and thus compleat part of their plan, by surrounding us with a Chain of Forts, and greatly harrass our Frontiers. Would it not therefore be prudent to provide every Material this Fall and Winter for the Construction of as large Vessels as any that can be borne on the Lake?

1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 305–12, NA.
2. See Wynkoop Memorial, August 27.

Journal of the New York Committee of Safety [1]

Thursday, A. M.
[Harlem] Augt. 29th, 1776.

A letter from Comfort Sands, Esqr. dated at New-Rochelle, yesterday, and sent by Mr. Danl. Redfield, informing the Committee that said Redfield was sent to be examined relative to the enemy's ships, and requesting the Committee to give him a permit to pass King's Bridge.

Danl. Redfield, being examined, says, that about 4 o'clock on Monday morning last, his sloop, going from New-York, was taken by the Brig *Halifax,* mounting 10 four pounders, Quorme [William Quarme], commander; that about 12 o'clock same day, they run his vessel, after having stripped her of the rigging, cable and anchor. The man who piloted the vessel was one Reed; the frigates were *La Brun* [*Brune*] and the *Niger*; that the design of the enemy was to bring over their tories from Long island; that the ships of war were to run to King's Bridge, there to land their forces, and make a juncture with the other part of the army; that the enemy by this means would be able to cut off all communication with our army both by land and water, and oblige our troops in New-York to surrender. That the enemy had plundered Hart and City island; that he thinks they got about 12 or 14 head of cattle, besides sheep, ducks, &c; that while he was on board several persons come on board from Long island; that on Tuesday a man came on board who said that the King's army had killed 1,300 of our men, and had gained the ground of our men; that one Barne came on board from the City island; that his partner, Stephen is kept on board in order to be exchanged for the mate of the *Niger,* who had been taken by the sloop *Beverly* and carried into Amboy. Says the private men were very inveterate against us; they did not use his person ill.

[1] *New York Provincial Congress,* I, 601.

"Minutes of the Council of War on the Evacuation of Long Island" [1]

At a Council of War held at Long Island, August 29th 1776.

Present, His Excellency Gen. Washington; Major-Generals, [Israel] Putnam, [Joseph] Spencer; Brigadier Generals, [Thomas] Mifflin, [Alexander]

McDougall, [Samuel Holden] Parsons, [John Morin] Scott, [James] Wadsworth, [John] Fellows.

It was submitted to the consideration of the Council, whether under all circumstances, it would not be eligible to leave Long Island, and its dependencies, and remove the army to New York. Unanimously agreed in affirmative, for the following reasons:

1st Because our advanced party had met with a defeat, and the wood was lost, where we expected to make a principal stand.

2d The great loss sustained in the death, or the captivity of several valuable officers, and their battalions, or a large part of them, had occasioned great confusion and discouragement among the troops.

3d The heavy rains which fell two days and nights with but little intermission, had injured the arms, and spoiled a great part of the ammunition; and the soldiery being without cover, and obliged to lay in the lines, were worn out, and it was to be feared could not be retained in them in any order.

4th From the time the enemy moved from Flatbush, several large ships had attempted to get up, as supposed, into the East River, to cut off our communication, by which the whole Army would have been destroyed, but the wind being northeast, could not effect it.

5th Upon consulting with persons of knowledge of the harbour, they were of opinion that small ships might come between Long Islands and Governour's Island, where there are no obstructions, and which would cut off the communication effectually; and who were also of opinion that the [hulks] sunk between Governor's Island and the city of New York, were no sufficient security for obstructing that passage.

6th Thoug[h] our lines were fortified with strong redoubts, yet a great part of them were weak, being abbatied with brush, and affording no strong cover, so that there was reason to apprehend they might be forced, which would have put our troops in confusion, and having no retreat they must have been cut in pieces or made prisoners.

7th The divided state of our troops, render our defence very precarious, and the duty of defending long and extensive lines, at so many different places, without proper conveniences and cover, so very fatiguing, that the troops had become dispirited by their incessant duty and watching.

8th Because the enemy had sent several ships of war into the Sound to a place called Flushing Bay, and from the information received, that a part of their troops were moving across Long Island that way, there was reason to apprehend they meant to pass over land and form an encampment above Kingsbridge, in order to cut off and prevent all communication between our army and the country beyond them, or to get in our rear.

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1. Force Transcripts, Miscellaneous Letters, LC. Peter Force had endorsed this document: "For this I am indebted to Mr. [Jared] Sparks."

Diary of Lieutenant Jabez Fitch [1]

Thirdsd the 29th [August]:

At about 4 in the Afternoon all the Officers & most of the Soldiers that were Prisoners here [2] were order'd into the Flat bottom'd Botes & went down to the Fleet, where we were put on Board the *Pacific* a Ship of about 900 Tons, Commanded by one Capt Dun here our Accomodations were but somewhat Coars, for Officers & Men, being almost 400 in Number, were soon Drove under Deck together without Distinction; Here we kept our Residence three Nights Successively, & my own Lodging was no other than a Great Gun or a Quile of Riging, yet we here Recd: great Indulgence from one Mr. Dowdswell an Officer of the Marines, who was our Emediate Overseer

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[1] William H. W. Sabine, ed., *The New-York Diary of Lieutenant Jabez Fitch of the 17th (Connecticut) Regiment from August 22, 1776 to December 15, 1777* (New York, 1954) 35, 36. Hereafter cited as Sabine, ed., *Fitch's Diary*.

[2] Fitch, who was taken prisoner toward the conclusion of the battle of Long Island, was then being held with other prisoners in a barn near Red Hook.

Memoirs of Major General William Heath [1]

[New York, August] 29th. – The ships on the East River fell down to Hunt's Point. On the same night, the Americans evacuated Long-Island, bringing off their military stores, provisions, &c. Some heavy cannon were left. In this retreat from the Island, and which was well conducted, an instance of discipline and of true fortitude was exhibited by the American guards and pickets. In order that the British should not get knowledge of the withdraw of the Americans, until their main body had embarked in the boats and pushed off from the shore, (which was a matter of the highest importance to their safety the guards were ordered to continue at their respective posts, with centinels alert, as if nothing extraordinary was taking place, until the troops had embarked: they were than to come off, march briskly to the ferry, and embark themselves. But somehow or other, the guards came off, and had got well toward the landing-place, when they were ordered to face about, march back, and re-occupy their former posts; which they instantly obeyed, and continued at them, until called off to cross the ferry. Whoever has seen troops in a similar situation, or duly contemplates the human heart in such trials, will know how to appreciate the conduct of these brave men, on this occasion.

[1] Abbatt, ed., *Heath Memoirs,* 49.

Narrative of Captain Andrew Snape Hamond [1]

[H.M.S. *Roebuck,* August 14 to August 29]

14th Augst In New York Harbour, I found my Lord Howe, with his Flag onboard the *Eagle,* Lord Shuldham in the *Chatham* and Commodore Hotham in the *Preston,* with about 25 Sail of Men of War. They were laying off Staten Island, on which General Howe's Army (consisting of 24 thousand Men) were encamped; the Transports, which could not be less than 300 Sail, covered a space of at least 3 Miles; And as the part of the Island where the Camp was, is sloping ground down to the water, the whole together, exhibited, by much, the finest scene I ever Saw.

Lord Howe had arrived abt three weeks before this, but as yet no opperations had been commenced against New York: owing as was said: to having waited for the arrival of the reinforcemt from England, which came in only a few days before, under the command of Como Hotham, after a most tedious & tiresome passage of 14 Weeks. Lord Howe however had written to General Washington to inform him of the Powers that were lodged in him, & his Brother the General, of treating with the Colonies, granting pardons &c. The first letter, as it was directed only to George Washington Esqr &c &c &c he sent back unopend: saying he could receive no letter that was not directed to him by the Title of General Washington, Commander in Chief of the American Forces, which My Lord Howe thought proper to comply with, and his second letter was received; Also his Answer, saying he should lose no time in laying the whole before the Congress, then sitting at Philadelphia. His Lordship had also wrote to Doctor Franklyn, whose answer breathed nothing but a firm resolution of the whole colonies to throw off the Government of Gt Britain. So that whatever hopes might have been concieved of settling the dispute by negociation, it now appeared very certain that they were futile & [ne]gatory.

19th Augst The *Phoenix* & *Rose,* which had been sent up the North River 5 weeks before, where they had been attackd by Galleys & Fireships came down this Morng passing through the Fire of the Batterys on both sides without either recieving any damage –

22d Augst I Received orders from the Admiral to hold the Ship in readyness for covering the descent of the Troops on Long Island: In the Evening the *Phoenix, Greyhound* & *Rose* came down & Anchored near us, and at day break the Ships warped close to the Shore of Gravesend Bay. soon after the Admiral came down, hoisted his Flag on board the *Phoenix* and made the Signal for the Troops to land. By 8 oclock the Flat bottomd Boats appeared in three divisions, and proceeded to the shore in great order, where they landed without the least opposition; and as the Transports with the remainder of the Troops that were to be landed, followed the Boats imediately, & anchored very near the beach, there was at least 15. Thousand Men, with a large train of Artillery, on Shore in less than an hours time, the first landing being about Six thousand Men. The Boats were Commanded by Commodore Hotham, assisted by Six or eight Captains and a Number of Lieutenants, each boat carrying a Midshipman, a Coxswain & 10 Rowers.

after the Troops were landed the Admiral struck his Flag on board the *Phoenix,* and left Como Hotham with the Command of that Division of Transports, and to give the ne[ce]ssary Orders for the Baggage & Horses of the Army to be sent over as soon as possible.

22d Augst Untill this day we had lain without the Narrows, now the Troops were landed, I moved the Ship near the Admiral's off the Watering place at Staten Island; where I erected Tents with my Sails for the sick Men and sent upwards of Sixty ashore, ill with fevers & scurvy, and borrowed 30 Seamen from the *Bristol* to replace them.

25th General DeHyster[2] with 5 Thousand Hessians crossed over to Long Island and Joind the Army, which was encamped round Flatbush. All that part of Long Island that lays opposite to New York is high land and commands the Town. The Rebels had therefore fortified it in the best manner they were able, and had thrown up a chain of Redouts & Lines to oppose the British Troops, which they expected would imediately attack them. Fortunately however this was not the Case; for General Howe, remaining quiet in his Camp at Flat bush four days, gave the Rebels such Spirits, that they determined to take the Feild the Moment they should hear the Army was in Motion.

From our Camp to the Rebels was about 7 Miles, our Troops began their March at Midnight and came on with so much silence that at day break they were discovered on the Hills before the Rebels had heard of their Moving. They however made the best disposition of their Forces they could, and for some time shewed a resolution of making a stand; par-
27th Augst ticularly on their right wing which was commanded by Lord Sterling and extended down to the Water, where on Account of having a considerable advantage of ground he prevented General [James] Grant's Brigade from advancing untill near 10 Oclock, by which time the right of our Army had got so much behind the left of theirs, that they found themselves in danger of being surrounded, and having suffered considerably in their Center during the Action, they imediately gave way, and made a precipitate retreat into their Works.

The Fleet assisted in this opperation by 5 Ships getting under way and making an appearnace of attacking The Forts, on which I led with the *Roebuck,* and exchanged a few Shot with the Fort at Red Hook, but it was situated too high for our Guns to do it any damage. and nothing being intended more than to make a Diversion, to keep the Enemy in their Forts, I hauld off again, and upon the defeat of the Rebels Ashore, The Ships Anchored by Signal from the Admiral.

In this Action the Rebels lost in killed wounded & taken Prisoners upwards of 3 thousand Men: among the Latter were Ld Sterling & Mr Sullivan two of their Generals; who were afterwards exchanged for Genl Prescot [Richard Prescott] (who the Rebels had taken in Canada) and for Mr [Montfort] Brown Governor of the Bahama Islands that had been taken from thence by Hopkins's Squadron. The English Army had about 50 Killed & 300 wounded, mostly very slightly and by the accident of mistaking a Party of the Rebels (who were dressed in Blue) for Hessians, an officer & part of a company of Marine Granadiers fell into the Rebels hands.

After this success Genl Howe lost no time in erecting Battery's against the Rebels works, but on News being brought to the Rebel Army, that several Men of War had arrived near Hell-Gate, thro' the Sound, they saved him the trouble of using them; for on the apprehension of being surrounded, a Panick seized them, and in the Night of the 28th, they, to a Man, deserted all their works on Long Island, and crossed over in Boats to the Town; leaving all their Cannon and a great quantity of Provisions behind them.

29th Augst They still however kept possessn of Governor's Island, where they had two Regiments in Garrison. In the afternoon the General sent to them to surrender, but on their refusal, he imediately opened a Battery against it at Brookland, and two of the *Roebuck*'s Guns being by this time placed upon Red Hook, together with the fire from her lower Deck, they were soon obliged to quit the Island, leaving every thing behind them. The Ships imediately moved up, but as night was now come on, and it was uncertain if the Fort was entirely abandoned, we neglected taking possession of it. In the Night the Rebels returned, with a Number of Boats, and carried off their Tents Baggage & Provisions

1. Hamond, No. 5, UVL.
2. Leopold Philipp Freiherr von Heister.

New-York Journal, THURSDAY, AUGUST 29, 1776

New York, August 29.

On Wednesday afternoon last week, about 5 or 6 o'clock, came up from the north, a cloud of an exceeding black and terrible appearance, from which it rained considerably, with some wind and thunder, but not near so much of either as was expected. Soon after, between 7 and 8 o'clock, came up another cloud, which some, who observed, say moved in an opposite direction, and met another cloud, supposed to be that lately passed, right over the city of New York, and parts adjacent. The effects were terrible; the rain for a long time poured down in torrents, attended with almost incessant broad streams of the fiercest lightning, and most tremendous peals of thunder, resembling in quickness after the flash, the discharges of heavy cannon, but louder, and roaring without intermission. The storm is supposed to have continued near an hour, and the height of it about half that time, exceeding in violence and terrible effects, any thing of the kind that was ever remembered here. In the house of Mr. Joseph Hallet, in Hanover Square, where soldiers were quartered, a soldier named [Abraham] Bartlett was struck dead, and two others terribly wounded by the explosion of a number of charged cartridges, an house adjoining was set on fire, but soon extinguished. One of our Row Gallies in the East-river, was struck, the mast and sprit shattered, and three men struck down, but by proper application, all recovered. A house was struck in Maiden Lane, but whether any person was hurt or not, we have not heard. The old City Hall was struck, and some of the bricks beat down, but no person hurt, Four men were killed on Long Island, and some houses and barns burnt in Toppan.

MASTER'S LOG OF H.M.S. BRIG *Halifax* [1]

Remarks off Frogs point Long Island Sound
Thursday 29 Augt 1776

8 [A. M.] Fresh Breezes wt Rain at times at 11 the *Brune*s Barge gave Chace to a sloop standing out of Great Bay towards New York at Noon Hurd the Report of Musquetry supposed to be the Rebels firing on the *Brune*s Barge Weighd and Run up to Her Assistance as pr Signal of the *Brune*

at 1 took up the *Brune*s Barge the Sloop Having got from Her Fierd Several Shott at a House and Bushes on Frogs point the Rebels having Fird on the Boat from thence at 3 Ancherd wt the Bt Br in Flushing Bay in 5 Fathm Verd to ⅓ of a Cable Lauren[ce]s point ESE ½ a Mile

[1] PRO, Admiralty 52/1775.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Thursday, August 29, 1776

The Marine Committee having recommended Alpheus Rice to be first lieutenant of marines, on board the brig *Hampden,* commanded by Hoysted Hacker, Esqr,

Resolved, That he be accepted, and that a commission be granted to him accordingly.

[1] Ford, ed., *JCC,* V, 715.

JAMES R. MORRIS TO THE MARYLAND COUNCIL OF SAFETY [1]

Gentlemen, Baltimore 29th Augt 1776

I was requested by Capt Nicholson to procure a Vessell to go to James

River, for a load of coal. I have accordingly for that purpose made a Verbal agreement with Capt Johnson of the Schooner *Sally & Polly* – he says she will carry about 2000 Bushells of grain, if so, he is to receive twenty five Shillings per day, he Victualling & Manning her. I have referred him to you for Orders. Capt Nicholson also sent down the 27th Inst two other Small Vessels at 12/6 pr day each with the Schooner *Resolution* I am Gentlemen with the greatest respect [&c.]

James R. Morris

1. Red Book, XV, Md. Arch.

VICE ADMIRAL CLARK GAYTON TO CAPTAIN STAIR DOUGLAS, H.M.S. *Squirrel* [1]

Copy

Pursuant to my Lords Commissioners of the Admtys direction,

You are carefully to avoid Cruizing off the Ports, or approaching so near the Coasts of the French & Spanish Possessions within the Limits of your Station, as to give any unnecessary umbrage or interruption to the Subjects or Trade of those Nations, or any just cause of Complaint which you are likewise to direct Lieutenant [James] Cotes [2] to pay particular attention to for which this shall be your orders. –

Given under my Hand onboard His Maj Ship *Antelope*
in Port Royal Harbour Jamaica this 29th August 1776
Clark Gayton

[Endorsed] NB Captain Douglas receiv'd with the above order, the Kings Instructions, relative to such Captures as should be made in concequence of the late Act pass'd for prohibiting all Trade & Commerce with the Rebellious Colonies & directed to pay particular attention thereto.

1. PRO, Admiralty 1/240.
2. Commanding H. M. Schooner *Porcupine.*

WILLIAM BINGHAM TO SILAS DEANE [1]

[Extract] [St. Pierre, August 29, 1776] [2]

The *Reprisal,* the Vessel which was appointed to bring me here, sailed a few Days agoe; tis Said that several Vessels of War are laying in Wait for her; I have no reason to believe She will be taken; but if She was, I am confident She would meet with very rough Treatment . . .

The General promised me, that one of the French Frigates should convoy the *Reprisal* beyond the Track of the British Cruizers, but upon Receipt of Admiral Young's Letter, he called a Council, & it was thought adviseable, that it should not be done; Perhaps they were afraid of commencing Hostilities; as the French Navy is very weak in the West Indies

1. *Collections of the Connecticut Historical Society,* XXIII, 24–25.
2. The date is approximated. Josiah Bartlett, in reporting the arrival of the *Reprisal* at Philadelphia, wrote that she sailed from St. Pierre on August 26, 1776. As Bingham lists her as sailing "a few Days agoe," it is assumed that "a few" might represent three days.

30 Aug.

BENJAMIN FOSTER, CHAIRMAN OF THE MACHIAS COMMITTEE, TO THE MASSACHUSETTS GENERAL COURT [1]

[Extract]

We being appointed the Committee for Machias, We think our Duty at all Times to Make known to your Honors all & every Transaction against this State – having Lately Seen a Copy of Capt. Jeremh O'Brian's Muster Rolls for the Sloop [*Machias*] *Liberty* & Schooner *Diligent* sworn to by him the 12th February last, We have Examined the same and find that he has much Deceiv'd your Honor's by puting down Men that Never did the duty and after drawing their wages Refusing to pay the same To them – We therefore beg that before your Honor's make any Settlement with him you would Examine into said Rolls, and if your Honor's want any further profe we shall have them procured and ready to send to you when called for . . .

Machias 30 August 1776

[1] Mass. Arch., vol. 210, 335.

FRANCIS SHAW TO THE MASSACHUSETTS GENERAL COURT [1]

[Extract] [Machias] Augt 30th

since I wrote the foregoing Mr [David] Gardner and several others taken in the Sloop from this place have arrived here – as Mr Gardner takes passage in the *Diligent,* he can Inform you that they have Receiv'd accounts of my coming down, and both Ships being sent to St Johns after us, [2] Concluding it would not be prudent for the *Diligent* to proceed to St Johns, We have thot best for her to Return to your Honors – I just Mention that the Schooners people Complain'd of not being paid for past Services, and was affraid it might be the same for this Trip, therefore I was obliged to promise them that this Muster Roll would be paid Immediately on their Return, and they Expect your Honors will make my promise good – several Bales of goods by accident broak open on board the Schooner & 1 ps Linnen & Several small articles are missing, no doubt the Capt must be accountable as I often Cautiond him against leaving his Cabbin Door open when absent – If the *Diligent* should be sold Capt [John] Lambert has Express'd a Desire to serve your Honors in any other Vessel that may be sent this way, as I dont presume to be a Sutable Judge of the Qualifications Necessary for a Commander, I shant pretend to say any more. . .

Fras Shaw

[1] Mass. Arch., vol. 210, 333, 334. Continuation of August 28 letter.

[2] H. M. S. *Scarborough* and H. M. Sloop *Viper*. See journal of the *Scarborough,* August 24.

NEWBURYPORT COMMITTEE OF CORRESPONDENCE, INSPECTION AND SAFETY TO THE MASSACHUSETTS COUNCIL [1]

The Committee of Correspondence, Inspection, & Safety for the Town of Newburyport, Would Beg Leave to Represent to your Honrs that a Sub Committee was appointed by them to Inspect all Vessels Arriving att or Departing from this Harbour, that the Regulations of the Honb[le] Congress or of this State might not be Violated, that While On their Duty On

Board the Sloop *two Friends,* (which was Some time past Taken & Brot into this place, by Capts Obrian & [John] Lambert, And Acquitted by Court of Admiralty, held for this District,) William Hazen Master Bound for St Johns, they Were Informed of two Men, that were Bound to Nova Scotia in said Sloop and of whom it was Suspected, that if not prevented, they would be of Real Damage to this State to Let pass, Upon further Inquiry we were Satisfied as to the Unfitness of their Going and Prevented them, itt appeared they were to be Sent by Mr Epes Sargeant of Cape Ann, (the One being his Son & the Other a Master of a Vessel who had for Sometime past been in his Employ,) down to East passage, where he had a Snow and tis Said a Schr or two Laying, with Considerable Interest, we have Reason to think has for some time past been Employ'd in and Under the protection of that Government, By a Letter from Mr Epes Sargeant, which was Wrote Directly upon his being frustrated in this plan, to Capt [Joseph] Sayw[o]rd Master of his Snow there, and intercepted Just before the sloop Sail'd, fully Convince us of the above Suggestions, [2] – We are Induced to Trouble your Honors with this Information, by a Report, that the said Mr Sargeant, did on his Leaving this Town, Hire a two Mast Boat, in Ipswich, & apply'd to a Friend in Salem, who procured a Commission for sd Boat, that she has Actually Sail'd, it is Supposed, Directly for East passage, and that his Son is gone in her, – Which your Honrs will be pleased to Act upon as Shall in your Wisdom Seem fit, –

In Behalf & p Order of the Committee
Jon^a Titcomb Char P T

Newbury port, 30th August 1776

[Endorsed] In Council [Watertown] Sept 14[th] 1776 On the Representation from the Committee of Newbury Port relative to Epes Sargeant – Read & Ordered that the said Epes Sargent be notified to appear and make Answer in Council on Thursday the 26th Day of September Inst to such Matters as are in said Representation suggested to his Prejudice and that the Secretary be directed to serve him the Said Epes Sargeant with a Copy of Said Representation and this Order thereon and also serve the Committee of the Town of Newbury Port with a Copy of the above Order that they may appear if they think proper.

John Avery Dpy Secy

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1. Mass. Arch., vol. 165, 232.
2. *Ibid.,* 233, Sargent's letter to Sayword reads: "Newbury port Augst 16 1776 Capt Joseph Sayword – sir I have only time to tell you that your Family is well and that Heaven must direct you in your movements I cant get down [I] beg you'd keep a Good lookout I cant Say any more Your Fr[ie]nd Epes Sargent."

Master's Log of H. M. S. *Milford* [1]

August 1776 Cape Ann No72W. 11 Leagues
Wednesdy 28 AM Handed the Topsails at ½ past 10 sent the Longboat onbd the Prize with Provision [2]
Little Wind and Hazey ½ past 2 parted Company with the Brig sent her to Hallifax at 5 saw a Sail to the Et ward gave Chace at 8 lost Sight of the Chace

Thursdy 29 at 12 saw our Prize and the Chace Fired 4 Shot and Brought too the Chace, proved to be an American Sloop loaden with Malasses Rum Coffee &c Recd the Prisoners on bd sent a Petty Officer and men to take Charge of her
Do Wr made the Signal for the Brigg to join Company

Friday 30 ½ past 5 AM made Sail and gave Chace
Do Wr inclinable to Calm at 2 Hoisted out the Boats sent them Man'd & Arm'd after the chace . . . at 6 the Boats with the Prize joined Company, she proved to be an American Schooner load'd with Malasses, Coffee & Cotton at 10 made sail in Company with the Prizes

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1. PRO, Admiralty 52/1865.
2. The recaptured brig *Diana*.

Acts and Resolves of the Massachusetts General Court [1]

[Watertown] Friday August 30th 1776.

The Committee of both houses appointed to take into consideration the Representation made by Capt [Richard] Welden respecting the Brig: called the *Rising Empire* have attended that Service – Report as followeth – viz. that the said Welden repair forthwith to the Town of Plymouth, & bring said Brig to a good Wharf in said Town, & there deliver said Brig with all the appurtunances thereunto belonging to one, or more persons, that this Court may appoint to take Charge thereof,[2] and then said Welden is directed to discharge all the Officers and Men under his Command, and make up his Muster Roll for said Officers and Men, and lay it before this Court for payment thereof.

also Report as the opinion of said Committee, that the Cannon now on board said Brig be order'd forthwith to the Town of Swanzey, and there put on board one, or both of the Armed Vessels now fitting out by this State against the Enemies of the united States of America. – all which is humbly Submitted

In Council. Read, & Accepted. Walter Spooner p order

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1. Mass. Arch., vol. 35, 187, 189–90.
2. *Ibid.*, 193, on August 31 the General Court ordered Welden to deliver the *Rising Empire* to William Watson.

Journal of the Massachusetts Sloop *Tyrannicide*, Captain John Fisk [1]

Remks on Friday 30th of August 1776

5 [A. M.] Carried a way a Great deal of our Riggin sprang our bowsprit we Are a perfect Rack
Learge sea setting NE our prize in Company
Lattd in 38d 48m Longd in 63d 56m
1 [P. M.] Freash gale, and high sea from S W
3 fair weather
12 Cloudy weather and squally

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1. John Fisk Journal, AAS.

NICHOLAS BROWN TO JOHN LANGDON [1]

Sir – Providence Augt 30th 1776 –

I received your Favr of the 12th Inst and have not been able to answer it 'till now, as I cou'd not get the Sentiments of the Ships Committee about lending you The Guns as you propos'd 'till the last post and not haveing oppertunity to Consult Esqr Hopkins (The Manager Of the Furnace) 'till this Morning, Could not Determine the Time we Cou'd Compleat a sett for you 'till now, which through the Loss of Time in the Misfortune Of the Furnace Hearth giveing way, Shall not be able to Deliver you a sett here under 55 Days from this. at Five Pounds Lawful Money per hundred at which & much higher we Cou'd now sell Guns – You will please to give us your Definitive answer p Return Of Post, & if you have them, for Somebody to appear & Finish the Contract as mention'd before. as to our Committee Delivering or lending Those for our Ships, refer you to Collo [William] Whipple, Who heard What was said, if you get them, you or the Collo must appear in person, or write Govr Cook[e] as Chairman Of the Committee,– I am Sir [&c.]

Nich° Brown for the
Furnace Owners

Am much Obgd for yr Particular
Attention Abot the Masts & spars
They are not yet Arrived

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1. Captain J. G. M. Stone Private Collection, Annapolis.

Connecticut Gazette, FRIDAY, AUGUST 30, 1776

New-London, August 30.

Last Saturday, two Frigates, a Brig, and a small Tender, being part of King George's piratical Fleet from Sandy Hook, came round Montauk-Point into the Sound, and have proceeded as far up as the Narrows: It is supposed their Views are to obstruct the Communication between New-York and New-England. Several Vessels that were ready to sail from this Port with Troops for New-York, are by this Means detained.

We hear that a small Vessel out of Connecticut-River, with Onions, was taken by the above Tender.

Last Tuesday Morning two other Men of War were seen off Montauk-Point.

ADVERTISEMENT OF SALE OF PRIZE SHIPS AND CARGOES AT PROVIDENCE [1]

[New London, August 30]

Notice is hereby given, that on the 6th of September will begin at Providence, the Sale of the following Prizes and Cargoes, viz. The Ship *Jane*, Ship *Star & Garter*, and Ship *Friendship* – Cargoes consisting of Sugars, Rum, Indigo, Cotton, Cocoa, Pimento and Oil. The Sale to begin at 10 o'clock, A.M. and continue till sold.

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1. *Connecticut Gazette*, August 30, 1776.

Lieutenant Elias Baldwin to Solomon Porter [1]

[Extract] New York Augt 30. 76.

Dear sir. Last night was a time of the utmost Confusion & hurry Imaginable – Our Troops from long Island retreated into the City last night. The latter part of the night when they finished their retreat was very favorable to the Design a thick fog came on Just at Day break – I believe they came of[f] without any Molestation from the Enemy. The town is now again filled with Soldiers – but all in Confusion, I hope things will be soon reduced to more Order. The Reason of this Retreat I cannot certainly learn. The heavy rains we have had here for several Days past have fatigued the men on that Station, great part of whom were without any Cover, almost to death, I never saw poor creatures look more banged than they do. – Some say the Rains have greatly injured the works there. Doubtless the Generals think them not Tenable or they never would have quitted them. The Retreat was conducted with great prudence, tho' the Measure was unexpected & surprizing to me. . . . I have this moment heard that the last division of our troops were fired upon by the Enemy as they pushed from the Shore & several killed. Tis doubtless the Enemy's design to cross the Sound below hell gate & take possession of Kings bridge. for this purpose they have Carried a Number of Boats a[c]ross the Island. should they effect this they will ruin us. But I trust they will never be able to Effect this we have a large body of Troops at Kings bridge & thereabouts –

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[1] Baldwin Family Papers, YUL.

Narrative of Abraham Leggett [1]

[July 1 to August 30]

I then with several others [at Poughkeepsie] formed ourselves in a company under the command of Barnardus Swartout all Vollenteers – the times began to appear very Interesting – the British Fleet and large army was at Staten Island – we march'd off in high spirits till we got to the Calder-barrack near the Croton River – there we staid but three days for derection – we then had news that the English army was preparing to land on Long Island – that they easy effected under the protection of Shiping – our army was at this Time on Brooklin Hights fortifying as fast as they Could – the Enemy advanced upon Part of our army under the com'd of Lord Stirling and General Sullivan – they faught on the Retreat to Flatbush Hills. There the battle became Very Hot but the Enemy was too powerful – they extended their write wing so as to cut off the retreat of our detachment from the main army, which they succeeded in and they kill'd and captured many, amongst them was several officers and the Two Gen'ls – many was Drownded in the mill Pond. This took place 28th August [*sic*] 1776 – the next day the 29th, Capt. Swartout crossed with us to the Island and we was placed on the left from the Hill call'd Fort Greene to Wallabout – the two armies close in view of each other, and for three Days the Rain fell in Torrents so that we could not Cook – then was the first Time I was Brought to eat Raw Pork –

the last night we was on the Island myself and Several of Volunteers was put on advanced Centres [sentries] with speshel orders how to behave should we discover the Enemy advancing – the night was Foggy & very dark. Some circumstances made all the Centres return on the lines but myself – my Remaining at my station was imputed to bravery. Early in the morning yet very dark we was Paraded under the Report that we was to attack the Enemy in their lines. We was Led around we new not where till I Saw the old stone Church of Brooklin – then an officer riding by Says a groce mistake – we was orded to wheel about and remain the lines, wich we did – a dangerous attempt – there we remained till some Time after – we then formed the Rear Gard we was ordered forward, still expected to meet the Enemy till we found ourselves at the Ferry and the army all cross'd. But the Gard then under the Command of Gen'l [Thomas] Mifflin – we then was order'd to choak up the Street with waggons and Carts to Prevent the Light Horse from Rushing Down upon us – at this time no boats – I prepar'd myself to Swim the River flood tide But fortunately two Battoes struck Shore – by this Time there was but a few of us left – we all hurred on board and Shoved off – the Enemy Rush'd down on the Hill and Commenced a brisk fire. Fortunately no one was hurt in our Boat – the other Boat had four wounded – [2]

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1. "The Narrative of Major Abraham Leggett," *The Magazine of History* (New York, 1924), XXVI, Extra No. 101, 46, 47.
2. The narrative, written late in life, suffers from the usual vague dating. What Leggett described of his adventures on Long Island occurred between August 28 and early morning of August 30, 1776.

JOURNAL OF H.M.S. *Eagle,* CAPTAIN HENRY DUNCAN [1]

August 1776	At Anchor between Staten Island and Red hook
Friday 30th	At 8 AM Dryed Sails & Sent a Flag of Truce to New York [2] At 9 AM made the *Preston Asia Renown* & *Repulse* Signals to Unmoor At 10 the *St Lawrence* Signal At 11 Unmoord Ship
	Moored off of Bedlows Island
	The first part Light Breezes & Cloudy, Middle light airs & Cloudy, latter Light Breezes & fair at 1 P M made the *Renown, Asia, Preston* & *Repulse* Signals to get under way Do wei[g]hed & turned up with the above Ships, at 7 made the Sigl & Anchor'd with the Bt Br in 12 fm Veered to 1/3 of a Cable At 10 sent the Flat Boat to row Guard.

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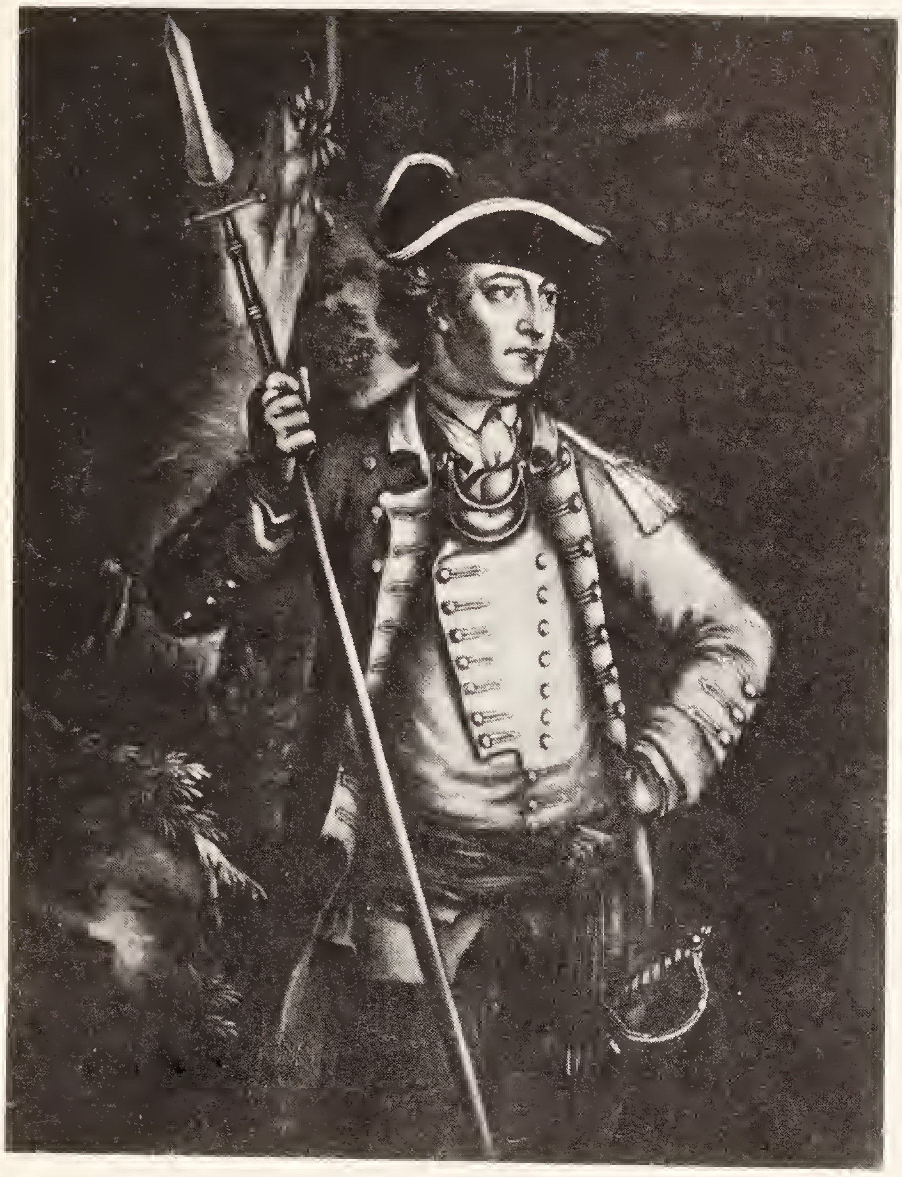
1. NMM, Admiralty L/E/11.
2. The flag was to convey Major General John Sullivan to New York with proposals for exchange of himself and Lord Stirling who had also been captured on August 27.

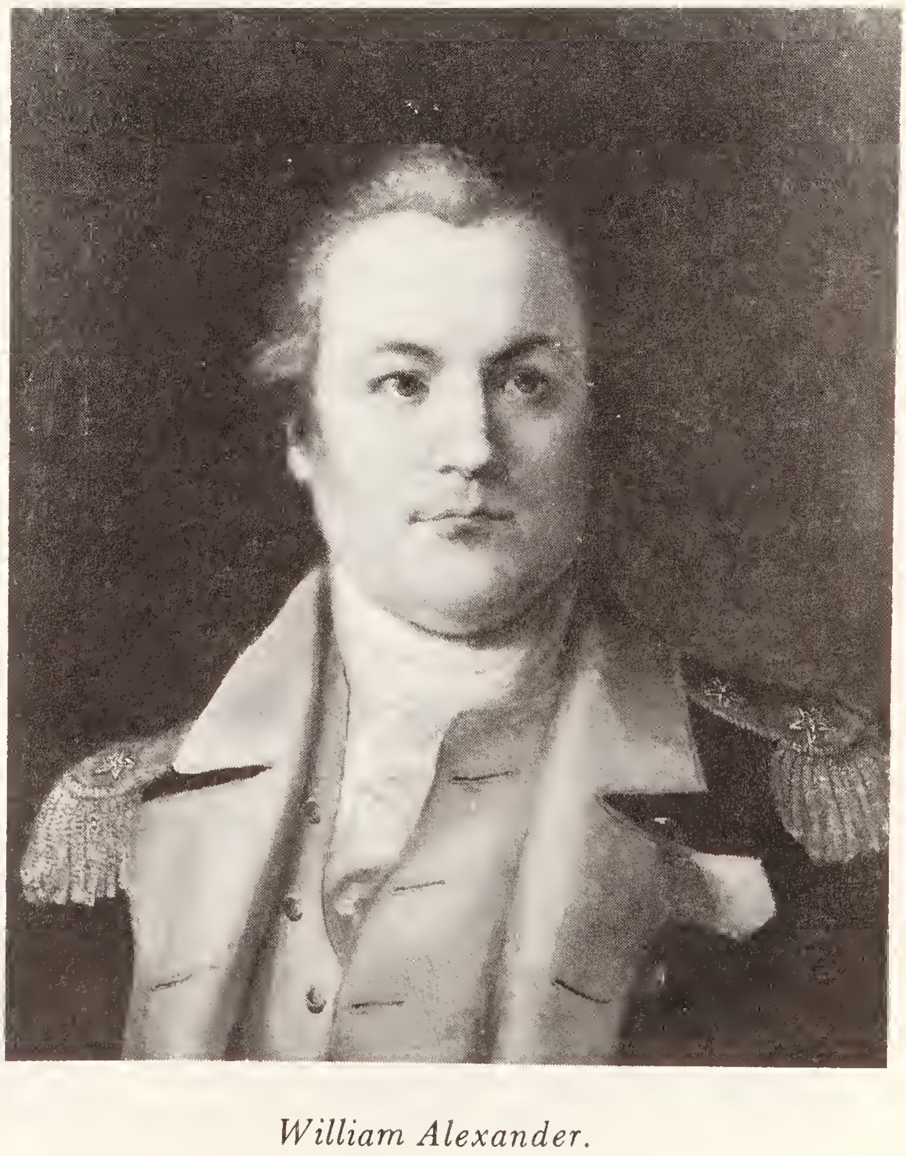
JOURNAL OF AMBROSE SERLE [1]

[On board H.M.S. *Eagle*]
Friday 30th. August.

[John] Sullivan was allowed to go up to the Town this morning under a



John Sullivan.



William Alexander.

Flag of Truce, to confer with Washington & to procure himself some Necessaries.

Soon afterwards, we were most agreeably surprized to find, that the Rebels had entirely abandoned Long Island, and left every thing of Bulk and Weight behind them; soon after which our People began to fire from Red Hook upon Nutting Island.[2] This hasty Evacuation surprized us the more, as they had constructed Forts, Redoubts and Intrenchments without End. Not a Foot of Ground was unfortified. . . . Before Night they also abandoned Nutting Island, upon which likewise they had spent a great Deal of Labor. Our People harrassed them in this last Retreat by their great Guns from Brookland Ferry, Red Hook, and other Places. In the Evening some of our People, who were sent up to the Town with a Letter, by a Flag of Truce, directed to Sullivan (who is to set out to-morrow morning for the Congress at Philadelphia), observed a great Firing of Musquetry & much noise in the Town, from which they concluded, as our Troops could not possibly be there, that they were all in Confusion among themselves. The Ships of War had weighed Anchor in the Evening, and sailed up towards the Town, which, together with the rapid Progress of the Troops, 'tis imagined has occasioned a Panic. . . . The Ships cast anchor off Nutting Island, the Night coming on apace, and the army and other arrangements not being immediately ready for a great Operation.

. . . Sullivan promised me to mention Mr. Stanhope's[3] Situation, and to do what he could for his Release from Captivity

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1. Tatum, ed., *Serle's Journal,* 82–83, 84.
2. Now Governors Island.
3. Lieutenant Henry Stanhope, R.N., captured in Newport, November, 1775. See Volume 2.

Exchange of Letters Between General Sullivan and Lord Howe[1]

New York, 30th of August, 1776

My Lord. – agreeable to your Lordships Request I have Conversed with General Washington, who says that he has no power to Treat upon the Subject your Lordship mentioned, but has not the least objection to my going to Philadelphia to Inform Congress of what your Lordship has been pleased to Communicate to me upon the Subject. I shall wait your Lordships further Direction, and am with much esteem, your Lordships most obedient Servant,

Jn° Sullivan

The Right Honble Lord Viscount Howe

His Lordship's Answer:

Eagle, 30 August, 1776
Sir,

Understanding by your Letter That the only Doubt of the propriety of your going to Philadelphia is, by your Conversation with General Washington, Removed, I do not see occasion to give you further Trouble but to Recommend the prosecuting of your Journey, as you were pleased on that Condition to propose. I am Sir, your most obedt Humble Servt,

Howe

General Sullivan.

1. Ford, ed., *JCC*, V, 730, 731.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Friday, August 30, 1776

Resolved, That three advice boats be established; one to ply between the state of North Carolina, and such port as shall be most convenient to the place at which the Congress shall be sitting; one other between the state of South Carolina and the said port, and one other between the state of Georgia and the same port; that such advice boats be armed, and put under the direction of the Secret Committee, who are empowered to freight them with such merchandise or commodities, as, without retarding their passage, may, together with the usual postage on letters, and other papers transmitted by them, contribute to defray the expences of the said boats.

The convention of New York having represented that, for want of blacksmiths, they are greatly delayed in obstructing the passage of Hudson's river, in the Highlands, which is an object of great importance:

Resolved, That the convention of New York be empowered to employ, for the purpose aforesaid, the blacksmiths that are now engaged in building the continenetal frigates at Poughkeepsie.[2]

The committee, to whom the petition of William Bell & Co. was referred, brought in their report, which was taken into consideration; Whereupon,

Resolved, That Governor [Jonathan] Trumbull be requested to permit the sloop *Freemason,* Epaphros Mygat, master, with her cargo, belonging to the petitioners, to proceed on her voyage to the island of St. Eustatia, so soon as the said master shall judge she may sail without falling into the hands of the enemy on the coast.

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[1] Ford, ed., *JCC*, V, 718, 720–21.

[2] A copy of this resolve was sent to the New York Convention. Philip Livingston to Abraham Yates, Jr., August 30, NYSL.

SAMUEL HUNTINGTON TO MATTHEW GRISWOLD, ELIPHALET DYER, AND WILLIAM PITKIN [1]

[Extract] Philadelphia 30th August 1776

By a vessel arived here yesterday we are Informed from the Master, who lately Saild from this port for Cape Francois, that on his arrival there under American Colours the curiosity of his flag drew Such numbers on board as almost Sunk his vessel they enquired whence he came, what News &c he told them he carried the flag of the Independant States of America, & gave them the declaration of Independance which they carried on Shore Soon after which the Govr sent his Compliments to the Capt with permission to hoist his flag in that harbour; the Capt farther Says that three days before he left the Cape, which is thirteen days Since, dispatches arrived from old France acquainting the Governor that Twenty Ships of war with a number of Troops were coming to that port in Consequence of which people were set to work in repairing the barracks there to receive the Troops—

1. William Griswold Lane Memorial Collection, YUL.

Journal of the Pennsylvania Council of Safety [1]

In Council of Safety,
[Philadelphia] August 30th, 1776.

Agreeable to a resolve of the Honorable Congress, & by direction of the Board, a Commission was granted for the Privateer Brig'e, called the *General Montgomery,* Commanded by James Montgomery, mounting 12 Carriage Guns, navigated by One Hundred Men.

1. *Pennsylvania Colonial Records,* X, 705, 706.

John Thomas Boucher to Daniel of St. Thomas Jenifer [1]

Sir Yocommico 30th August 1776

Tomorrow I shall quit this place & proceed down the Bay, with the Tobacco loaded Brigg, on seeing her safe out to Sea, shall return to Wmsburgh, & resign my Commission. – [2] Should Capt Nicholson quit the *Defence,* I will accept the Command, provided my pay is equal to what I have in this Province, & that I shall be permitted to go to Sea with the Ships. – I shall be under the necesity of being at home, at least a fortnight after my return from Wmsburgh Imediately on my return will pay you a Visit at Annapolis. – I am sorry I had not the pleasure of seeing Capt Nicholson, I hope I shall in a short time I am Sir [&c.]

John Tho^{s} Boucher

1. Red Book, XV, Md. Arch.
2. Boucher had resigned as first lieutenant of the Maryland ship *Defence* on March 27, 1776 to accept a post as commodore of the Virginia Potomac fleet and commander of the ship *Congress.*

Journal of the Virginia Navy Board [1]

[Williamsburg] Friday 30th August 1776. –

Ordered that the keeper of the Public Store deliver unto Capt Tompkins for the use of the *Henry* Galley five Bolts of Duck and four sides of Leather. –

James Davis personally appeared before the Board and entered into Bond with Isaac Davis & Humphrey Davis his Securities in the Sum of One thousand Pounds Current Money Conditioned for his faithfully performing his Agreement of the 15th Inst in Building a Row-Galley for the use of this Commonwealth. –

Ordered that Stephen Mitchell deliver unto Thomas Gibbs such Iron as he may be in want of for the use of the *Henry* Galley. –

Capt Thomas Lilly of the Brig *Liberty* received Orders to proceed immediately with his Vessel to Baltimore and there take on Board as much Pig-Iron as may be sufficient to Ballast his Vessel, also to procure such other necessaries as may be requisite for fitting his said Vessel for Cruize and return as soon as possible to York Town and wait on the Board for further Orders. – Robert Elam second Lieut of the *Norfolk Revenge* Galley personally made his appearance before the Board and resigned his Commission on Board the said Galley. –

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1. Navy Board Journal, 47, 48, VSL.

Journal of H. M. Schooner *St. John,* Lieutenant William Grant [1]

Augt '76 anchor'd in North River [St. Augustine]

Thursday 29 (A M) Got the Sheet Ancher out & hauled her on the Graving place having brought her to 6 feet water, employed scraping the Barnacles from the Bottom which was become a perfect Oyster bank.

Fresh Breezes & Cloudy Wr Empd Scrubbing and Cleaning her Bottom at 5 received an Express from Govr Tonyn acquainting the Capt that there was a Rebell Privateer of force off the Barr who had made Prize of a Ship that was at Anchor there Got all hands on board sent a Boat to tow the Flat Bottom Boat down – As soon as the Tide would permit, hove her off – Got the Guns, sails, Casks, Stores &ca on Board – at ½ past 9 weighed & came to sail down the River – Left the Sheet Ancher behind, at 11 Anchor'd off the Look out house it bearing S:S:E the Hospitall WbS: the Fort W½S: No Point N:E ¼ of a Mile distance, Fired a Gun as a Signl to the Fort

Friday 30 (A M) saw 3 sail off the Barr, md the Signl for a Pilot Boat & repeated it 3 Times, at 9 a Sloop got amongst the Breakers, sent the Boat to assist her, she proved to be from Virginia, at 9 a Schooner run ashore on the same place at 10 a sloop fired several Guns being a Ground sent assistance to her also, she proved to be from St Christophers loaded wt Rum

Fresh Breezes & Clear Weather the Boats & people empd assisting the Vessells. Fired 1 Three Pdr as a Signl to send the Launch down to assist the Vessels in distress

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1. PRO, Admiralty 51/4330.

"A Journal Kept by Ephraim Briggs On board of the Good Sloop *Warren* A Bold Privateer from Dartmouth to the Lattd of 33:" [1]

Fryday August the 30 Day A D 1776

Latter Part after Twelve took in Two R[ee]fs in our Mainsail Blows Heavy A bad sea A Going in the Current Fryday Morning Very squally

Blows Heavy A Bad sea A Going settle Away to it Continalley & Tack Lattd in 38:20
First Part these 24 hours the Weather Moderates Drawing out of the Current Nothing A Cooking A Large Sea A Going

1. RIHS.

31 Aug.

Joshua Wentworth to Charles Thomson [1]

Sir, – Portsmouth, Augt. 31st, 1776

On a late Trial of a Brigantine named the *Elizabeth,* retaken from the Enemy on her passage to Halifax – The Jury, were guilty of a Most flagrant error in their Verdict by acquiting the Vessel & Cargo, after I had supported the fact set forth in the Lible, (vizt) that she had been in Possesion of the Enemy more than Ninty six hours, wch will plainly appear by the Masters deposition, – I cou'd not consistant with my Duty as Agent for the Continent, let the matter rest on this Verdict, Therefore have appeal'd to the Honble Continental Congress, and now forward you, the Papers of Appeal, not doubting a very different determination on the next hereof. – The Claimants made an Offer to Compromise with the Captors of £ 1000. Stg about one third of their Just Quota, this was refused. Part of them then offer'd their full share, but considering, the injustice of the Verdict, I cou'd not Consent toe it for the Continent Claim, – The bearer Como Manly was at the recapture, who can Inform you very particularly. – I likewise forward you beside the papers from the Court Maritime, Capt. Ramseys desposition who, was Master of the Brigt when taken, & the Command given him by Admiral Shuldham – also a deposition one of the Claimants desired my forwarding.[2]

In this recapture, there were, a Mr [William] Jackson a Mr [Edward] Keighley & a Mr [Richard] Newton, who claim their Good they had with them in this Vessel, undoubtedly those persons must be deem'd carrieg their Interest for the supply of the Army &c – If it shou'd be thought necessary my attendance at the Trial, shall be oblig'd you wou'd advise me, & the time appointed. also please to advise me your receipt of those Papers. – Shou'd the Honble Continental Congress, Permit a Compromise with the Claimants, (except those that were in the Vessel wd presume to think they wont allow it with them) shall be further oblig'd by an early direction thereon. – The Mode proposed, (if such a measure was permited) was to have the Goods Valued, by Three Gentlemen vers'd in Merchandize, & each Claimant to pay his Quota. I mention this for your full Information of what has been agitated since the Trial – I would presume to recommend a decision as soon as may be, for the Interest of the concern'd, as the Good has been a long time in my Care, and I fear they may injure much by laying, as they are cheifly Woolens & Linnens, or rather a greater half of those

Good. – In my Estimation the Vessel & Cargo may Yeild £30,000 Lawfl. My at Public Sale. – I am with due respect [&c.]

Josh: Wentworth [3]

The Honble Charles Thomson Esq
Secretary to The Honble Continental Congress

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1. Revolutionary War Prize Cases, Court of Appeals, 1776–1787, NA.
2. *Ibid.*, the enclosure reads:

> The several Papers contained in this File, Number'd from 1 to 57, together with the Book containing an Invoice of all the Brigantine *Elizabeth*'s Cargo Number'd 55, contain a true Copy of the whole Case in which Joshua Wentworth Esqr Agent for the United States of America in their behalf, and in behalf of the Captors, is Libellant, of the sd Brigt her Cargo & Appurtenances tried on the 21st day of August Inst., at Portsmouth New Hampshire, before the Honble Joshua Brackett Esqr. Judge of the Maritime Court there, and by said Wentworth Appealed to the Honble the Continental Congress – The several Claimants on file being Appellees
> Portsmouth 31st August 1776
> Attest Jon^a^ M Sewall Cler[k] of said Court

3. Congress set aside the decision of the New Hampshire court on October 14, 1776. See Journal of the Continental Congress, October 14, 1776.

VALUATION OF MATERIAL LEFT AFTER BUILDING THE CONTINENTAL FRIGATE *Raleigh* [1]

Att the Request of John Langdon Esqr We the Subscribers have Surveyed all the Stuff left after building the Ship of War *Releigh* & Judge the whole to be worth Thirty Six pounds Lawful money – as Witness our Hands – Portsmouth August 31st 1776

James Hackett James Hill Moses Noble

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1. John Langdon Papers, 117, HSP.

RECEIPT OF GEORGE CROWNINSHIELD FOR SHARE IN A PRIVATEER [1]

Recd of Capt william bartlett the Sume of fifty six pounds four shillings in full for One Sixteenth Part of A Scho (now fitting for A Privateere) As Shee Arived from the Eastward Excluding Her Cargoe of Lumber &c with Her Sparrs & plank She Brought upon Deck Salem August 31 1776

G^eo^ Crowninshield

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1. The Revolution, Naval, vol. 1, Privateers, Book 13, BHS.

ADVERTISEMENT FOR CLAIMANTS OF SLOOP *Smiling Molly* [1]

Taken up by the Company stationed at Plimouth for the Defence of the Sea Coast, the Hull of the Sloop called the *Smilling Molley,* with her Name wrote on her Stern, with white Paint, is almost 90 Tons burthen, appears to be about two Years old, was scuttled and drifting along Shore when found, the 24th of August current, about 5 Miles to the Northward of the Light House on the Gurnet, is painted with green Hants, and green Stern, had her Mast carried away by the Deck, and quite empty, not a Chest or Paper on board, is now at the Wharf in Plimouth. Any Person claiming Property, are desired to apply to Captains William Weston and Jesse Harlow, at Plym-

outh, being the Commander of the Company above-named.
Plimouth, Aug. 31.

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[1] *New-England Chronicle,* September 5, 1776.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide,* CAPTAIN JOHN FISK [1]

Remks on Satterday 31st of August 1776

At 6 A m saw a ship And schooner to the westward about 2 miles distance they gave us Chase I spake with our prize Order him to Steare to the southward we steard to the Eastward the ship gave Chaise to our prize fird at her & brought her too then gave us Chaise come up with us a Little we Employd in heaveing Over board ballast and starting water

Lattd in 39d 12m Longd in 64d 33m

1 [P. M.] Freash gale and high sea from SW
the frigat Comes up a Little we lightning Ship by starting our water and heaveing over our ballast
at 2 P m saw a sail to the Eastward standing to the southward
at 4 saw a sail to the northward standing to the SE Cloudy weather and squally
at 6 saw a Learge ship to the Eastward standing to the SW
at 7 lost sight of the frigat
At 8 Alterd our Course hald up to the northward

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[1] John Fisk Journal, AAS.

Providence Gazette, SATURDAY, AUGUST 31, 1776

Providence, August 31.

Monday last the Captains Grimes and Hill, in the two Gallies belonging to this State, arrived here from New-York.

We learn that two of the Enemy's Ships, and a Brig, are cruizing in the Western Sound.

JOURNAL OF H. M. S. *Niger,* CAPTAIN GEORGE TALBOT [1]

August 1776	At single Anchor in Flushing Bay
Friday 30	A M Moor'd wth stream Cable sent the Boat on s[h]ore Brought off 2 Head of Cattle sent one on board the *Brune* Light Breezes & Cloudy Wr at 2 PM Took a Pettyauger from N York
Saturday 31	Light Breezes & Fair Wr at 12 PM sent the Barge Man'd & Arm'd up too Flushing Town took a Sloop [2]

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[1] PRO, Admiralty 51/637.

[2] *Ibid.*, the following day the sloop was manned by a petty officer and six men, apparently to be used as a tender.

Master's Log of H. M. Brig *Halifax* [1]

Remarks off Flushing Bay Long Island Sound
Saturday Augt 31st 1776

4 [A. M.] Little wind and Fair Wr

6 Calm the *Brune* Made Our Signal for a Lieut

8 at ½ past Hove short Recd some Marines from the *Brune* and *Niger* Weighd and Came to sail

10 Came too off White stone point Sent the Boats Mannd & Armd on Shore to take off Cattle &c from [Francis] Lewis's House at White stone [2]

4 [P. M.] Light Breezes and Fair Weather Empd taking off the Stock and Cattle, Lewis's House at White stone.

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[1] PRO, Admiralty 52/1775.

[2] Lewis was a New York delegate in the Continental Congress.

Brigadier General Benedict Arnold to Major General Horatio Gates [1]

Dear General Buttonmould Bay Augt 31st 1776

The 24th Inst I left Crown Point, the 25th at night Anchored at Willsborough, the Same night came on a Violent Storm at N Et. the Next Day at 2 P M was obliged to weigh Anchor & return to this place, where the whole fleet arived the same evening, except the *Spitfire* Capt Ulmer who could not Clear the Shore & was obliged to come to an Anchor again, & rode out the Storm, tho exposed to the rake of Cumberland Bay. Fifty miles long, the hard gale made an amazeing Sea, & when I expected to hear the Gondola was Foundered, or drove on shore, she Joined us haveing received no Damage. tho a light Batteau, Veered a Stern of her was sunk, with the Sea, breaking Over her. The severe weather prevented my dispatching Lieut Whitcomb before yesterday morning, the first Fair wind, I will follow him. I should have gone this evening but the breeze is so light, night would have come on before we could have reached a safe place of Anchorage – I have had no Advices From St.Johns, or the Isle aux Nois, the earliest Intelligence I receive shall be communicated to you, emediately. I am very Anxious to hear from New York & make no Doubt, when you receive any material, Advices, I shall soon be Acquainted with it. – Inclosed is a return of the Strength of the Fleet, by which you will observe that Seventy four Men are wanting to compleat the Numbers proposed for the Vessells, which Are barely sufficient when compleat. I should be extreamly glad, they would be sent to us soon – If you think proper to Send them the bearer Lieut [James] Calderwood, will take charge of them – Mr [James] Gilliland has the only good drawft I know of Lake Champlain, which he says was Delivered Capt [Lewis] Bush for you. It will be of great Service to me as I have no Drawft of the Lake. If a good officer can be procured to Act as Captain of the *Royal Savage,* I think he might be of Service, in Case any Accident should happen to me the present Master is not fit for the Command In Chief, tho a good Man in his present Station.

I suppose by this time General Schuyler has paid you a Visit, please to make My respectful Compliments to him if arrived – & let him know I will write him very particularly as soon as I arive at the other end of the Lake – I am with real Affection & Esteem Dear General [&c.]

B Arnold

[1] Gates Papers, NYHS.

Colonel Israel Hutchinson to Major General William Heath [1]

I am to inform your Honor that Capt Cooke sunk a Cheveaux D Fries which is now floating down the River He has been with me this Morng and tells me that it is His Opinion that the current is so rapid that all Endeavours of the Kind will not stop the River; I should be glad to Receive your Orders upon the Matter in the Meanwhile I subscribe myself yours to Command

Israel Hutchinson—

Mount Washington Augst 31st 1776

[1] Heath Papers, MassHS. Hutchinson was in command of the 27th Continental Infantry.

Journal of Captain Henry Duncan, R.N. [1]

[On board H.M.S. *Eagle* off Staten Island]

On Thursday, 29th [August 1776], General Sullivan and Lord Stirling both dined with the admiral, and were rather impudent than otherwise in talking of yesterday's engagement.[2] This day, we with several of the men-of-war moved up nearer the town; the army had got within musket shot of the rebel's works on Brookland Heights, and General Grant in the bay opposite to Red Hook.

30th, Friday. — This morning Sullivan breakfasted with us, and was afterwards sent with a flag of truce to New York and was left there. The admiral was going on shore, and was met in his barge by Colonel Sheriff, who informed him, to the surprise of the army, the rebels had quitted all their strong posts on Long Island, and deserted it entirely. Our people took posession of them, and found them strong and might easily have been defended for a considerable time. Some of the rebels, not knowing the precipitate flight of the others, were overtaken by our people by the time they got to the boats, and received a heavy fire from them, which the general believed did considerable execution.[3] This evening, we, with several of the ships, moved up within random shot of the town. The rebels quitted Governor's Island. On Saturday morning, the 31st, some few men returned to it.

[1] *Duncan's Journals*, XX, 125–26.

[2] Both generals were taken prisoner at the battle of Long Island.

[3] This seems to be the British version of Washington's evacuation of Long Island. The few men left behind, and who were fired at from the shore, had been a rear guard.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS [1]

Number 5. *Eagle* off Bedlow's Island, New York
Sir August the 31st 1776.

A Proposition having been made to me by the Commander of the Rebel Forces for an Exchange of Prisoners, Number for Number and Rank for Rank, I have thought it for His Majesty's Service to concur therein.

I have in Consequence directed that some American Prisoners taken by the *Milford* in an Armed Vessel from Boston [2] should be conveyed in the *Rainbow* to Halifax; and have desired Commissioner Arbuthnot to take the necessary Measures for effecting a suitable Exchange, with the Assistance of Sir George Collier, whom I have ordered to remain at Halifax for the better Protection and Security of that port.

Observing that the King's Service has received great Prejudice in the Decrease of the Ships' Complements by the re-capture of Vessels the property of His Majesty's disaffected Subjects, taken and manned by the Cruizers of the Squadron; I have recommended to the several Captains when making Prize of such Vessels, to take out the Crews with the most valuable parts of their Cargoes, and destroy the Vessels: Until the constitutional Authority of Government is so far restored in some part of the Colonies, that the Benefit intended by the restraining Act of the last Session of Parliament, may be better secured to the Captors than the present disordered State of the Colonies will admit. I am Sir [&c.]

Howe

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[1] PRO, Admiralty 1/487.

[2] The Massachusetts privateer brig *Yankee Hero* taken by H. M. S. *Milford,* June 6, 1776. See Volume 5.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS [1]

Number 6. *Eagle* off Bedlow's Island, New York,
Sir, August the 31st 1776.

By the *Hyde* packet, which the General sends with his Dispatches to make known the successful Progress of the Army in its first Operations, I transmit for their Lordships Information, Duplicates of my Letters of the 28th of July, and 8th and 14th of August sent by the *Sandwich Packet,* No 2. 3 & 4; with Copies of such of the Papers referred to therein, as seemed to be of any Moment.

I have now to add in respect to the Changes made in the Disposition of the Ships since the Date of the last Return, that on the 19th Captain Parker in the *Phoenix,* with the *Rose* Captain Wallace, and *Tryal* Armed Schooner, Lieutenant [John] Brown, taking Advantage of a fresh Easterly Wind, returned from the North River thro' the Fire from the Enemy's several Batteries and joined the Fleet off Staten Island without any Loss.

The Spirit and perseverance of this small Squadron will be best explained to their Lordships by Captain Parker's Journal enclosed [2]

General Howe giving me Notice of his Intention to make a Descent in

Gravesend Bay on Long Island on the Morning of the 22d, the necessary Disposition was made, and seventy five Flat Boats with eleven Batteaux and two Gallies built for the Occasion, were prepared for that Service.

The Command of the Whole remained with Commodore Hotham. The Captains Parker, Wallace and [Archibald] Dickson in the *Phoenix, Rose* and *Greyhound,* with the *Thunder* and *Carcass* Bombs under the Direction of Colonel [Thomas] James, were appointed to cover the Landing.

The Flat Boats Gallies and three Batteaux manned from the Ships of War, were formed into Divisions commanded respectively by the Captains [George] Vandeput, [Christopher] Mason, [Roger] Curtis, [Benjamin] Caldwell, [Charles] Phipps, [Toby] Caulfield, [Samuel] Uppleby and [Henry] Duncan; and Lieutenant [Samuel] Reeve of the *Eagle.* The rest of the Batteaux making a tenth Division, manned from the Transports, were under the conduct of Lieutenant Bristow, an Assistant Agent.

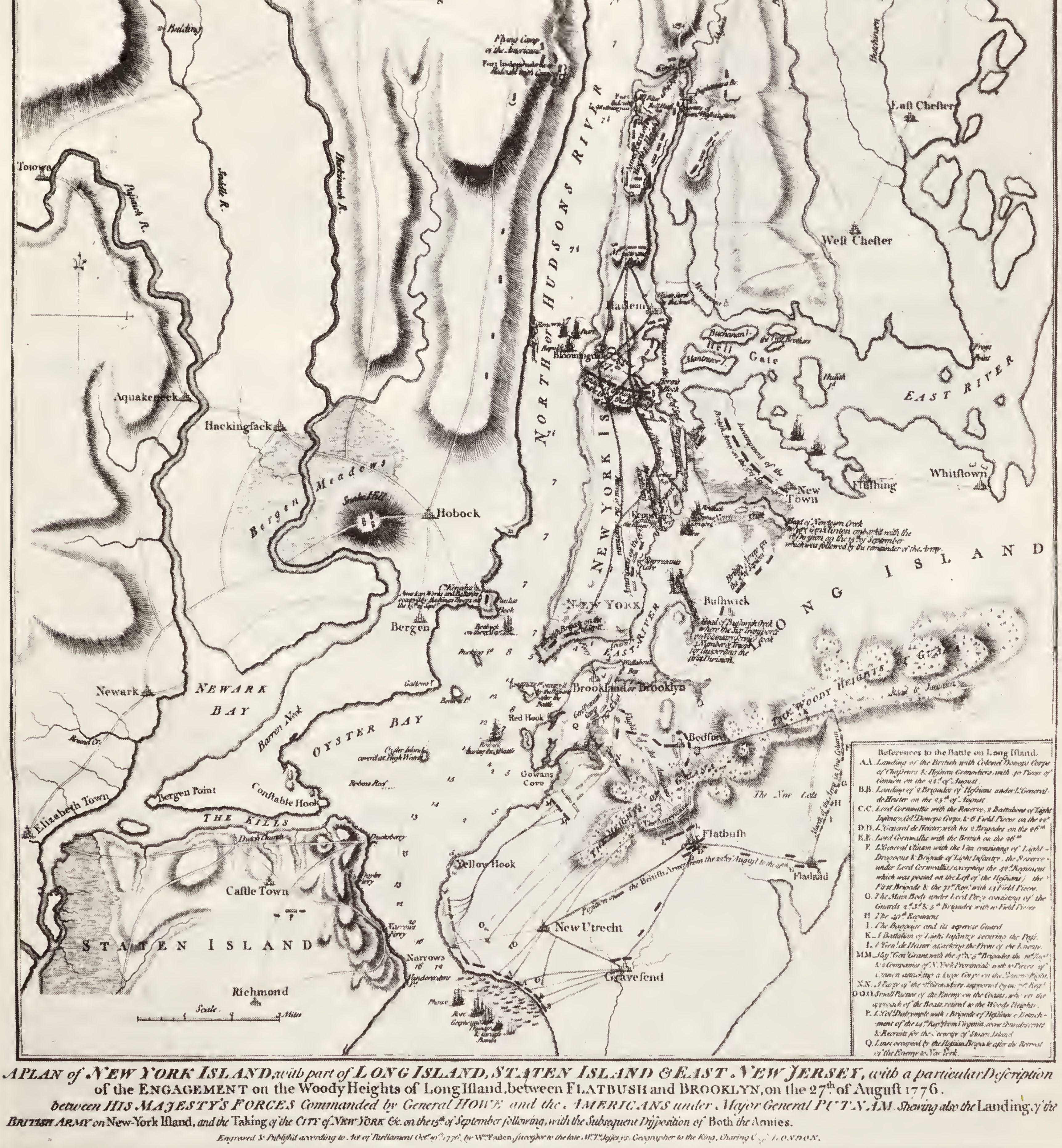
Early in the Morning of the 22d the covering Ships took their Stations in Gravesend Bay. The Light Infantry with the Reserve to be first landed, forming a Corps together of four thousand Men, entered the Boats at Staten Island at the same Time.

The Transports in which the Several Brigades composing the second Debarkation (about five thousand Men) had been before embarked, were moved down and suitably arranged without the covering Ships by eight o'Clock. The first Debarkation not meeting with any opposition, the Second succeeded immediately after. And the other Transports carrying the rest of the Troops following the former in proper Succession, the whole Force then destined for this Service, consisting of about fifteen thousand Men, was landed before Noon.

On the Diligence and Utility of Captain [John] Bourmaster and the other Agents of the Transports on that Occasion, too much Commendation cannot be bestowed.

On the 25th an additional Corps of Hessian Troops under General [Leopold von] Heister, with their Field Artillery and Baggage, were conveyed over to Gravesend Bay.

Being informed the next Day by General Howe, of his Intentions to advance with the Army that Night to the Enemy's Lines; and of his Wishes that some Diversion might be attempted by the Ships on this Side; I gave Direction to Sir Peter Parker for proceeding higher up in the Channel towards the Town of New York next Morning, with the *Asia, Renown, Preston,* (Commodore Hotham embarked in the *Phoenix* having been left to carry on the Service in Gravesend Bay) *Roebuck* and *Repulse*: And to keep those Ships in readiness for being employed as Occasion might require. But the Wind veering to the Northward soon after the Break of Day, the Ships could not be moved up to the Distance proposed. Therefore when the Corps under General [James] Grant, forming the left Column of the Army were seen to be engaged with the Enemy in the Morning, the *Roebuck* Captain Hamond leading the detached Squadron, was the only Ship that could fetch high enough to the Northward to exchange a few random


Schralenburg
Flying Camp of the Americans
Fort Independent
Yonkers
Vetards Hill
Broncks River
New Rochel
Hutchinson River
East Chester
West Chester
Totowa
Passaick R.
Saddle R.
Hackinsack R.
Aquakenock
Hackingsack
Bergen Meadows
Snake Hill
Hobock
Bergen
Paulus Hook
Newark
NEWARK BAY
Barren Neck
OYSTER BAY
Bergen Point
Constable Hook
Elizabeth Town
THE KILLS
Castle Town
STATEN ISLAND
Richmond
Scale
3 Miles
NORTH or HUDSONS RIVER
NEW YORK ISLAND
Harlem
Bloomingdale
Kingsbridge
Fort Washington
Hell Gate
Buchanan's Isd.
Montresor's I.
the Two Brothers
Hulett I.
Frogs Point
EAST RIVER
Flushing
Whitstown
New Town
Head of Newtown Creek where Genl. Clinton embarked with the 1st Division on the 15th of September which was followed by the remainder of the Army
British Army on the 15th of September
LONG ISLAND
Bushwick
Head of Bushwick Creek where the six Transports ...
NEW YORK
EAST RIVER
Wallabout Bay
Brookland or Brooklyn
Red Hook
Gowanus Cove
Governors I.
Bucking I.
Gallows I.
Bedlows I.
Oyster Islands covered at High Water
Robins Reef
THE WOODY HEIGHTS OF GUANA
Road to Jamaica
Bedford
The New Lots
Flatbush
Flatland
New Utrecht
Gravesend
Yellow Hook
Narrows
Denyses Ferry
Vanderventers Pt.
Route of the British Army from the 22d of August to the 26th
March of the Army in Five Columns
Phoenix
Rose
Greyhound
Thunder
Carcass
Asia

References to the Battle on Long Iſland.

- A.A. Landing of the British with Colonel Donops Corps of Chaſseurs & Heſsian Grenadiers with 40 Pieces of Cannon on the 22d of August.
- B.B. Landing of 2 Brigades of Heſsians under Lt. General de Heister on the 25th of August.
- C.C. Lord Cornwallis with the Reserve, 2 Battalions of Light Infantry, Col. Donops Corps, & 6 Field Pieces on the 22d
- D.D. Lt. General de Heister, with his 2 Brigades on the 26th
- E.E. Lord Cornwallis with the British on the 26th
- F. Lt. General Clinton with the Van consisting of Light Dragoons & Brigade of Light Infantry, the Reserve under Lord Cornwallis (excepting the 42d Regiment which was posted on the Left of the Heſsians) the First Brigade & the 71st Regt. with 14 Field Pieces.
- G. The Main Body under Lord Percy consisting of the Guards 2d 3d & 5th Brigades with 10 Field Pieces
- H. The 49th Regiment
- I. The Baggage and its separate Guard
- K. A Battalion of Light Infantry securing the Pass.
- L. Lt. Genl. de Heister attacking the Front of the Enemy.
- MM. Maj. Genl. Grant with the 4th & 6th Brigades the 42d Regt. & 2 Companies of N. York Provincials with 10 Pieces of Cannon attacking a large Corps on the Enemy's Right.
- N.N. 2 Battns. of the 2d Grenadiers supported by the 71st Regt.
- O.O.O. Small Parties of the Enemy on the Coasts, who on the approach of the Boats retired to the Woody Heights.
- P. Lt. Col. Dalrymple with 1 Brigade of Heſsians a Detachment of the 14th Regt. from Virginia, some Convalescents & Recruits for the Security of Staten Iſland.
- Q. Lines occupied by the Heſsian Brigade after the Retreat of the Enemy to New York.

A PLAN of NEW YORK ISLAND, with part of LONG ISLAND, STATEN ISLAND & EAST NEW JERSEY, with a particular Deſcription of the ENGAGEMENT on the Woody Heights of Long Iſland, between FLATBUSH and BROOKLYN, on the 27th of Auguſt 1776. between HIS MAJESTY'S FORCES Commanded by General HOWE and the AMERICANS under Major General PUTNAM. Shewing also the Landing of the BRITISH ARMY on New-York Iſland, and the Taking of the CITY of NEW YORK &c. on the 15th of September following, with the Subsequent Diſpoſition of Both the Armies.

Engraved & Publiſh'd according to Act of Parliament Octr. 19th 1776, by Wm. Faden, Succeſsor to the late Mr. T. Jefferys, Geographer to the King, Charing Croſs, LONDON.

Shot with the Battery on Red Hook. And the Ebb making strongly down the River soon after, I ordered the Signal to be shewn for the Squadron to anchor.

It was observed, that as soon as the Centre Column of the Army was seen to have turned the Flank of the Enemy's Line opposed to General Grant, they immediately attempted to make their Retreat within their Works; But that they suffered great Loss, both in the Number killed and made Prisoners.

On the Night of the 29th the Rebels abandonned all their Posts and Works on Long Island, and retired with great Precipitation across the East River to the Town of New York.

Captain Bishop arrived in the *Lively* from St Augustine the 22d Instant, with Letters from Governor Tonyn.

The Governor expresses therein his Apprehensions of an Invasion of the Province under his Government on the Side of Georgia. And before the *Lively* sailed to give any Assistance the Captain might be able to render on that part, Advice was received that the Rebels had plundered the Settlements on Amelia Island.

I have directed Captain Bishop to return with a Supply of Provisions and Stores of such Natures as could be spared for the Ships stationed in East Florida; And to make the best Disposition of them with the Concurrence of the Governor that their State and the Supplies Captain Bishop is enabled to afford them will admit: Not having others in this port that are of the Classes, and in Condition to replace them. Captain Bishop is to call off the Capes of Virginia in his passage along the Coast to deliver Instructions to the Commander of the *Otter* (the *Fowey* being daily expected here for Water) and to the Captains of the Ships left in Cape Fear Harbour, to join me in this Port. The *Cruizer* is represented to be incapable of putting to Sea. And Captain [Anthony] Hunt is directed in that Case to provide for the Removal of the Company and Stores, and to evacuate and destroy the Sloop.

The *Swan* and *Tamer* are also not in a State for present Service; But the first Opportunity will be taken to give them the Repairs which it is hoped may be sufficient for enabling them to return to Europe.

Commissioner Arbuthnot having disembarked all the Naval Stores from the *Britannia* Store-Ship at Halifax, as I am informed by Captain [George] Montagu of the *Mercury* lately arrived from thence, the cruising Ships here will be greatly distressed for that Article. I have ordered the *Rainbow* to proceed to and remain at Halifax for the farther Security of the Port. And by that Conveyance I shall desire the Commissioner to prepare an Assortment of Naval Stores to be embarked again in the *Britannia*, ready to be transported here, as soon as an Opportunity offers for conducting the Store-Ship to the Fleet.

Finding the Defects of the *Bristol* such as cannot be conveniently repaired abroad, I propose sending her to Plymouth as soon as the Nature of the Service upon which the Squadron is now employed will admit. And in consequence of an Application made upon my Arrival here by Vice Admiral Shuldham for Leave to return to England (a Copy of which with my Answer are enclosed) I have assigned that Ship for his Conveyance.

I informed their Lordships in a former Letter that the *Dispatch* Schooner was separated from the *Renown* in the passage from Halifax; I have since learnt that the Schooner was taken soon after by an Armed Vessel of the Rebels of much superior Force; Lieutenant [John] Goodridge being killed in the Action. [3]

I send enclosed an Account of the State and Condition of the Squadron. And am Sir [&c.]

Howe

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1. PRO, Admiralty 1/487.
2. The period covered was from July 13 to August 18, 1776.
3. Taken by the Massachusetts state sloop *Tyrannicide*.

Master's Log of H. M. S. *Roebuck* [1]

August 1776 — Tenedy's Isld NbW 1½ mile

Friday 30th — A M at 9 Weighed and made sail & sent 2 Six Pounders on shore to Red hook with Ammunition which our Troops was in Possession of ½ past 11 Anchor'd in 7½ fath. Red hook EbN ½ a mile & the middle of Governors Island NE¼N 1 mile –

First part Modt and Rain Latter fair Wr P. M. at 3 saw the Rebels retreating from Governours Island & begun to fire upon them at 4 cease'd firing Weigh'd & turn'd up a Breast of the Island and Anchor'd in 7½ fath The Flagstaff at New York NE½E & the middle of Governors Island NEbN ¼ of a mile Kennedy's Island WbN

Saturday 31st — A M Recd some Water and wash'd between Decks

First and Latter parts Modt & fair, P. M The Enemy from Governors Island fire'd upon us which we return'd with several Broadsides, weigh'd and dropped farther down

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1. PRO, Admiralty 52/1965.

Journal of H. M. S. *Solebay*, Captain Thomas Symonds [1]

August 1776 — Sandy Hook N74:10Wt 305 Lgs

Saturday 31 — Mod: & Cloudy with Showers of Rain ½ past 1 p m saw a Sl ahead fired 2 3prs Shotted at the Chace a Sloop from Philadelphia to Surinam laden with flour, Tar & Lumber [2]

Latt: in 35°40′ N Long: in: 19:49 Et

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1. PRO, Admiralty 51/909.
2. Sloop *Hope*, from Egg Harbor for Surinam, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

Journal of H. M. S. *Rose,* Captain James Wallace [1]

August 1776 Anchor'd off Red Hook Long Island

Thursday 29th a great firing from the Army on Long Island at Noon 7 Flat Boats full of Rebel Prisoners Pas'd

First part little Wind and Cloudy, with hard Showr's of Rain, Mide light Airs and foggy. PM at ½ past 6 Answer'd the Parole Sigl

Friday 30th AM at ½ past 9 Weigh'd and came to Sail turning up for Red Hook as did the *Roebuck,* saw our Troops take Possession of Red Hook at 11 came too in 3 fm low Water Red Hook NE¼ Et and Bedlows Island NBWt½ Wt Do Anchor'd the *Roebuck*

First part little Wind and Cloudy with Rain at times Midl light Airs, latter do and Clear, PM at ½ past 5 weigh'd and came to Sail as did the *Roebuck,* Turning up the River at 6 the Adml and part of the Fleet under way Do Anchd in 3 fm low Water the Flag Staff on Governers Island NBE½E and Red Hook SEBE, the Rebels leaving Governers Island

Saturdy 31st AM at 9 the Adml made our Sigl for a Lieut some of the Men of War dropping higher up, saw 2 Brig's and 2 Sloops (fire Vessels) Off the Town.

Light Breezes & Clear at 5 PM the *Rénown* and *Roebuck* fir'd several Shot at some Rebels passing from the Town to Governers Island, at 6 Answer'd the Parole Sigl

[1] PRO, Admiralty 51/805.

Journal of H. M. S. *Greyhound,* Captain Archibald Dickson [1]

August 1776 Moor'd at Graves End Bay –

Satury 31st at 9 AM weigh'd & Drop'd Nearer Bedlows Island & Anchor'd wt the best Br in 4 fathm Water Bedlows Island NbW Governers Island NE & the West Steeple of New york NNE at Noon the *Eagle, Preston, Renown, Asia, Phoenix, Rowbuck, Repulse* & *Emerald* in Compy at Anchor about 1 Mile from Governers Island and about the same Distance from Bedlows Island.

Light breezes & Cloudy Variously Empd P M sent a boat wt an Officer to Row Guard Read the Articles of War &c &c to the Ships Compy

[1] PRO, Admiralty 51/420.

Journal of H. M. S. *Galatea,* Captain Thomas Jordan [1]

Augst 1776 Sandy Hook N76.32Wt 105 Leagues

Saturday 31st at 5 AM Saw a Ship & a Sloop to the Eastwd Gave Chace, the Sloop haul'd to the Eastwd the Ship to the Soward ½ past 9 Fired 2 Shot & brot too the *Rachel* from Antigua bound to London who had been taken by the Sloop being a privateer belonging to Salam Sent the Lieut with 7 Men and took possession of her left the Cutter and made Sail after the privateer, at Noon the privateer Sloop Bore EBS 12 Miles

First part fresh breezes, Middle & Latter Modt & Cloudy, Continueing the Chace, Started 6 Tons Salt water in the fore hold in order to Trim the Ship at 6 PM the Chace Dist about 7 Miles at 7 lost sight of the Chace

1. PRO, Admiralty 51/380.

JOURNAL OF THE PENNSYLVANIA COUNCIL OF SAFETY [1]

In Council of Safety,
[Philadelphia] August 31, 1776.

Resolved, That Wm. Farley, Michael Purviance, Arthur Canaday, & Edward Riely, belonging to our Fleet, be allowed leave of absence from the Vessels they belong to for four weeks from this date, for the only purpose of working at Mr. James Wharton's Rope Walk on cordage for the Continental Frigates, to be at all times subject to Mr. Wharton's orders, and, in case of any alarm, that they do Immediately repair on Board their Respective Boats or Vessels.

1. *Pennsylvania Colonial Records,* X, 707.

VIRGINIA NAVY BOARD TO CAPTAIN JAMES COCKE [1]

Sir, Williamsburg August 31st 1776 –

You are desir'd to get your Vessel ready by Thursday the twelfth day of September and to proceed immediately to James Town and apply for further Orders. I am for the Board [&c.]

Thomas Whiting 1st Commr

To Capt James Cock of the Brigg *Rawleigh*

1. Navy Board Letter Book, VSL.

JOURNAL OF H. M. S. *Active,* CAPTAIN ANTHONY HUNT [1]

Augt 1776 Charles Town Light house NbW, 1 ⅔ Leagues

Saturday 31st Mode and Clear Wr at 3 AM saw a Sail in the Wear Qr Do come up with the Sail, and every person concluded by the Behaviour that she was a Rebel Privateer, we haild him to Lower down his Sails on his not complying we fird into him which killd one Man & Wounded another, she proved to be a Tender belonging to His Majs Sloop *Otter,* Comd by Lieut Jno Wright took the Wounded man on board in order that he may have all Possible Assistance

1. PRO, Admiralty 51/5. Captain Hunt superseded Captain William Williams on July 2, 1776, the latter having been assigned to the *Experiment.* Hunt relinquished the command to Captain Williams at New York on November 4, 1776.

JOURNAL OF H. M. S. *Seaford,* CAPTAIN JOHN COLPOYS [1]

August 1776	At Sea
Friday 30	First & Middle Pts Moder & fair, Latter Pt Squally with rain, At 5 A M hoisted a boat out & sent her on board a Schooner from Surinam bound to Newberry. Sent a Petty Officer & Six hands on board her took her hands Out, At 10 A M made Sail, parted Company with the Prize. Light breezs & fair Wr at 6 P M Saw a sail to the N E
Saturday 31st	At 5 A M Saw a Sail to the No Wd gave chace, at 12 A M hoisted a boat out & sent her on board the chace proved to be a Sloop from Newburry to St Cruiz Put an Officer and 5 Men on board & took her hands out.

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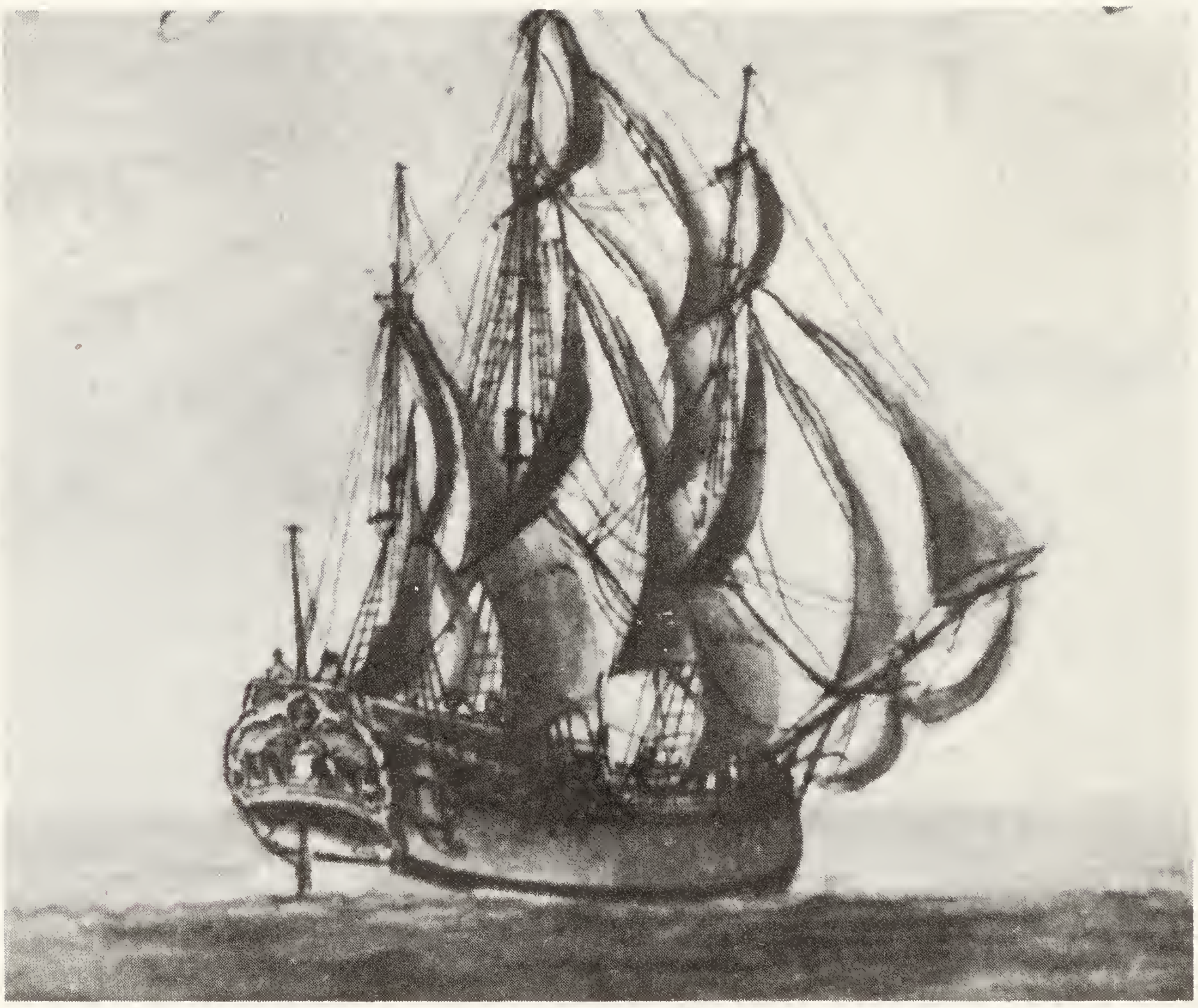
[1] PRO, Admiralty 51/880.

EUROPEAN THEATRE

From May 26, 1776, to October 5, 1776



EUROPEAN THEATRE

From May 26, 1776, to October 5, 1776

SUMMARY

Ports in England and France hummed with the activity of accelerated naval preparations. On both sides of the Channel, diplomats and informers kept their courts fully advised. Essentially the same question was being asked in London, Paris, and Madrid—"Was the purpose of this augmented naval armament offensive or defensive?"

France and Spain reasoned that the build-up of British naval strength was in excess of that required to crush the rebellious Americans, and that it could be used to descend on their West Indian possessions. Britain's concern centered on the knowledge that France saw in the American troubles a prime opportunity for *revanche*. The imminent prospect of war between Spain and Portugal did nothing to dispel the tension.

Silas Deane, Continental agent in Paris, after officially making his mission known to Versailles, was closely working with Beaumarchais, Dubourg and others to muster a large shipment of arms, clothing, and essential supplies for Washington's army. In spite of his efforts at concealment, Deane's identity and reason for being in France were no secret to Lord Stormont, British ambassador. Stormont also cast a suspicious eye on Beaumarchais "who was lately not worth a shilling but now has Millions at his Command."

News reaching London of the alarming number of ships being captured by American privateers sent insurance rates up, and the merchants storming to government demanding protection. The Admiralty responded by diverting Royal Navy ships to convoy duty, and by arming ordnance and store ships. Even the East India Company requested and received naval coverage for homeward bound ships laden with madras and other exotic cargo.

The King of Portugal, staunch friend of Britain, issued an edict denying American ships use of his ports. Suggestions by English envoys that it would be a pleasing gesture to George III if Spain and Holland followed suit, fell upon barren ground. The Portuguese port closure, however, led to a recommendation, backed by Beaumarchais and Deane, that American armed ships attack and seize Portuguese vessels.

Late in August, H.M. Sloop *Ranger* arrived at Spithead carrying dispatches from General Clinton and Commodore Sir Peter Parker telling of their complete defeat before Charleston, South Carolina. As October opened, word was anxiously awaited from the Howe brothers at New York.

26 May (Sunday)

Gabriel de Sartine to Count de Vergennes[1]

Versailles, 26 May 1776

I have the honor to send you, Sir, the summary of the letters which were sent to me by the governors of our colonies concerning the conduct of the captains of English warships in those seas. I also enclose extracts of declarations made upon their return by the captains of merchant ships that were visited by English officers and of which several & were fired upon with shot. Since England wages an open war with her colonies of North America, our merchant ships cannot refuse at sea the visit required by the captains of English warships, and to this effect they must lower their sails at the first call as we require other nations to do for us in similar cases under penalties regulated by article 12 of the title of prizes in the ordinance of 1681.[2] The shots fired upon our merchant ships were certainly caused by some resistance or delays to which several captains confessed and they appear to me as being of little consequence, but the English officers must exercise caution with respect to our frigates and the approaches to our coasts and roads. I beg you to examine these documents and to tell me what you think of them. I shall be very happy to arrange with you the replies to be made to the various governors as well as the orders that will be sent to the ports. I have the honor to be with sincere attachment, Sir [&c.]

de Sartine

[Enclosures]

Extract of various letters concerning the
English frigates cruising off St. Domingue.

From Count d'Ennery. 25 January 1776. No. 83.

Two English frigates cruise off the mole St. Nicholas and intercept the few vessels from New England that come to or leave this port. I will order two of our frigates to cruise there in order to draw them away from our coast and prevent them from sailing too close to it as well as visiting our ships, as they have been doing. They have not harmed them or insulted them, but they have visited at least 20 or 30 French vessels.

Ditto. 13 February 1776. No. 95.

The two English frigates fire solid shot upon the French vessels that want to proceed on their way. I know that we cannot prevent them from stopping the vessels from New England or from their own Nation, but it seems indecent that they should sail so close to our coast and search or visit our ships in our own waters. Consequently, I am sending to this station the frigates *Amphitrite* and *Dédaigneuse* with orders to ask them to bear off farther from our coast and prevent them from visiting our ships. Since our frigates are stronger, I hope they will comply with my protest. Furthermore, I enjoined wisdom and prudence on Messrs . . . and de Grasse but I told them not to suffer any impertinence.

From Count Le Begue. 16 February 1776.

As I was sailing under the island of Tortue and as I was beating against the wind, I met at night and very close to land an English frigate that had been cruising there for a long time against all the vessels from New England. First, she fired a blank and I payed no attention. Then she fired one round of solid shot that fell astern. Since I had not cleared for action I stood on in order to give myself time to do it, but with less sail than she carried. Indeed, she closed with me and fired a second time with solid shot; then, I clewed up my main sail. The moon was bright. I hoisted my ensign and my pennant and I payed off in order to bring my broadside to bear on her bow because she was on my quarter. I fired solid shot then with order to miss. She made signals that I could not understand and bore away right before the wind. I stood on my course towards the Cape where I arrived the next day.

Extract of the declarations made by the captains
of merchant ships coming from the French colonies.

1

Captain Foligny of the ship *Constance* from Nantes, upon leaving Leogane and disemboguing, met three English frigates cruising off this port and the mole St. Nicholas. One of these frigates first hoisted a white ensign then the English ensign and sent on board his ship a boat carrying fifteen armed men. The officer commanding this boat ordered several rifle-shots before coming on board although he had brought his ship to, then he required to look over the ship as well as the papers and after asking the French captain several indiscreet questions told him to proceed on his way.

2

Captain Maillard of the ship *Thomas* from Nantes declared that on 2 March 1776 and coming out of St. Domingue he met at night off the mole St. Nicholas two English frigates that signaled him they wanted to speak to him. They then joined him after firing several solid shots at his ship. Then he bore away and clewed up his sails. They asked where he came from and where he was going and after answering these questions, they told him to proceed on his way.

3

Captain Menard of the ship *Lilavois* from Nantes declared that he met off the Island of Inagune [Inagua] an English frigate of 28 guns which hailed him and asked him where he came from and where he was going, wished him a good journey, then left him.

4

Messrs. Lavigne and Lalanne, owners of the ship *Cérés* from Le Havre declared that on the 5th of March last as their ship was disemboguing from Guadeloupe she met an English frigate that fired one solid shot upon her.

The captain hoisted the White Ensign and sailed on, but this frigate did not cease firing solid shot until the French captain hove to. The frigate sent a boat with an officer who after asking . . . why they had not brought the ship to at the first shot merely took the name of the ship and that of the captain, took note of the cargo, then withdrew.

5.

Captain Toustaing of the ship *Port de Paix* coming from Port de Paix declared that on 31 March 1776 as he was in the disemboguement at about eleven o'clock in the evening, a ship fired a blank upon him, which he answered in similar manner by firing a blank. As the frigate fired a second time, but with solid shot, M. Toustaing immediately clewed up his sails. An English officer came on board his ship and looked at the papers, then told him that he was sorry but that he thought he was English.

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1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.
2. Article 12, Title of Prizes in the ordinance of 1681: "Any vessel that will refuse to lower its sails after being summoned by our ships or those of our subjects fitted out as warships, may be forced to do so by artillery or otherwise, and in case of resistance and fight shall be considered as lawful prize."

27 May

Philip Stephens to Vice Admiral John Amherst, Plymouth[1]

Sir 27 May 1776

I have communicated to my Lords Commrs of the Admty your Letter of the 24th instant informing them of the Naval proceedings under your Cognizance, And inclosing One you received from Lieut Colonel Irving Lieut Governor of Guernsey, giving an Account of a Snow from Dublin being at Poinbeuf upon the Loire, loading with Ammunition for America, I am &c

P. S

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1. PRO, Admiralty 2/552, 89.

Public Advertiser, Monday, May 27, 1776

London [May 27].

Letters from Philadelphia, brought by the *Lion,*[1] Wilson, by Way of Cadiz, dated April 1, mention, that three Ships, laden with Flour, which sailed the 30th of March from that Place for a foreign Market, after being out six Days, were pursued and taken by two of our Ships of War, who carried them to some of the West India Islands, and that several more were then loading there with Flour, &c. for a foreign Market.

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1. See Volume 4, 580–82.

28 May

Public Advertiser, June 11,1776

In the *Dublin Journal* are the following Articles, dated Corke, May 28:

The *Morres* [*Morris*], Captain [Thomas] Bell, about 250 Tons Burthen, the Property of Morres and Williams [Willing, Morris & Co.] of Philadelphia, sailed from Havre the 17th inst. for the said Place with 300 Casks of Gunpowder, each Cask equal in Size to a Beef half Barrel 5000 Pigs of Lead, a considerable Quantity of Canvass and coarse Linen for Sails, Tents and Shirting, and twenty Chests of Arms. This Accounting may be depended on.

A Sloop is arrived at Youghal from Havre in six Days, by whom we learn that a Philadelphia Ship, commanded by Captain Bell, sailed from Havre for America about fourteen Days ago with a considerable Quantity of Gunpowder and Saltpetre on board. The Day she sailed some French Fishermen saw her taken by an English Cruizer and carried her to Portsmouth.[1]

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[1] The *Morris* was one of seven vessels freighted by Willing, Morris & Co. under contract with the Secret Committee of Congress, to export provisions and invest the proceeds in arms and ammunition. The French fishermen were in error as to her capture, and Robert Morris, in summarizing the results of the venture, reported: "They also Credit for Nt proceeds of ship *Morris*'s Cargo drawn for by them £ 1216.18. 4⅚," Robert Morris Papers, HUL.

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29 May

Philip Stephens to All Commanders of His Majesty's Fleets and Ships of War[1]

Sir 29th May 1776

His Majesty's Post Master General having appointed Captn John Mitchell to command the *Duke of Cumberland* Packet Boat employed in the Service of that Office between Falmouth and North America, and having desired My Lords Commrs of the Admty to give orders to all Commanders of His Majesty's Fleets and Ships of War to give upon all occasions the Best assistance they can to the Commander of the said Packet Boat, to avoid detaining her and stopping her upon any account; I am commanded by their Lordships to signify their direction to you not to stop or detain the said Vessel on any Account whatever, but to give her Captain all the Assistance in your Power; And in Case His Majesty's Service shou'd absolutely require contrary proceedings; It is their Lordships direction that you acquaint them with the Reasons of it that they may judge how far your Conduct is justifiable, I am &c P.S

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[1] PRO, Admiralty 2/552, 95–96.

VERGENNES TO GABRIEL DE SARTINE[1]

Versailles, 29 May 1776

I had the honor, Sir, to receive the letter which you wrote me on the 26th of this month, as well as all the enclosed documents.

I agree with you, Sir, that our merchant ships should not excuse themselves from answering the call of English warships, and it appears to me that if these have had to use force so as to oblige the former to comply with this rule, it was only after encountering resistance on their part, in view of which we have no grounds for complaint in this matter.

However the establishment of English cruises near our coasts and roads not only causes prejudice to the trade in which the inhabitants of New England engage with our Colonies, but in my opinion, it is also prejudicial to the dignity of the King and contrary to common usage.

Indeed, it is against all rules to establish cruises within range of the guns of a fort, and the King could not tolerate the English cruises without making sacrifice of the rights of his Sovereignty. I will instruct M. Garnier to make confidential representations to the Court of London in this matter and especially to present to them the facts reported by M. d'Argout[2] and suggest to them that they recommend more consideration and caution to the persons in charge of carrying out their orders.[3] However, I believe that the most effective manner to move the English ships away from our coasts and ports is to establish our own cruises in such manner that they will keep off the English ships and compel them to keep a good offing. Thus American vessels and our own will be able to sail more freely and will find means to escape inspection by the English. Furthermore, if the English are so bold as to pass our ships and sail too close to our coasts, it will be possible to chase them with gunfire without hesitation or evasion: a few examples of this kind will inspire their respect far better than the orders and threats from the Court of London.

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[1] AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

[2] D'Argout's letter was not one of the enclosures in Sartine's letter of May 26, 1776. See Volume 4 for exchange.

[3] Vergennes sent Sartine's letter and enclosures to Garnier in London on June 1 with instructions "to make confidential representations on this matter to the British Ministry." AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

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30 May

LORDS COMMISSIONERS, ADMIRALTY, TO ALL NAVAL OFFICERS[1]

The King having been pleased, by His Order in Council of the 17th of May 1776, to order, require, prohibit and command, That no Person or persons whomsoever (except the Master General or principal Officers of the Ordnance for His Majesty's Service) do at any time, during the Space of three Months, to commence from the 23d day of the Month abovemention'd, presume to Transport into any parts out of this Kingdom, or carry Coastwise, any Gunpowder, Saltpetre, or any sort of Arms or Ammunition on board any Ship or Vessel, in order to transporting the same beyond the Seas or carrying the same Coastwise, except in the cases comprized in His Majesty's Orders in Council of the 13th and 27th of October and the 6th and 22d of November 1775. and of the 5th and 19th of February last, without leave or permission in that behalf first obtained from His Majesty or His Privy Council upon pain of incurring & suffering the respective forfeitures and penalties inflicted by an Act passed in the 29th Year of His late Majesty's Reign entitled "An Act to impower His Majesty to prohibit the Exportation of Gunpowder, or any sort of Arms and Ammunition, and also to impower His Majty to restrain the carrying Coastwise of Saltpetre Gunpowder or any sort of Arms & Ammunition;" We send you herewith a printed Copy of His Majesty's said Order in Council of the 17th of May 1776. and do hereby most strictly require and direct you to use your best endeavours to intercept, seize, and bring into Port, during the time therein specified, all Ships and Vessels whatsoever having on board Gunpowder, Saltpetre or any sort of Arms or Ammunition, in order to transporting the same beyond the Seas, or carrying the same Coastwise without leave or permission in that behalf first obtained from His Majesty or His Privy Council, except in the Cases comprized in His Majesty's abovementioned Orders in Council of the 13th and 27th October and 6th and 22d of November 1775. and of the 5th and 19th of February last, printed Copies of which are also sent you herewith, and also excepting such Ships & Vessels as shall be laden with Gunpowder, Saltpetre, Arms or Ammunition for His Majts Service by the Master General Lieut General or principal Officers of the Ordnance

Given &c. the 30th May 1776

The respective Flag Officers
Captains and Commanders of
His Majesty's Ships and Vessels.
By &c. P.S.

C. Spencer
H. Penton
H. Palliser.

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1. PRO, Admiralty 2/101, 123–25. The order was sent to Vice Admiral Sir James Douglas at Portsmouth, Vice Admiral John Amherst at Plymouth, and captains and lieutenants in European waters.

M. GARNIER TO VERGENNES[1]

[Extract] London, 30 May 1776

You may have been informed, My lord, that the Frenchmen who were in Philadelphia and about whom there was a great deal of talk in this country were captured upon their return on an American vessel and brought to Lord Dunmore, Governor of Virginia, who sent them here on board the vessel that was shipwrecked off Cape Lizard. There were three of them. The youngest one perished. The other two were questioned with respect to the purpose of their trip. They said that they had left St. Domingue with a cargo of molasses which they had sold at great benefit in America. The older one of the two that were left had been a musketeer. Since they had lost everything in this shipwreck and there were no papers to provide more information about them, the Government gave them everything they needed in order to return to France, considering that, being at peace with us, they could not hold Frenchmen prisoners in England although they had been captured on American vessels; a very wise decision on the part of the Government.

The two Battalions of Hessian Grenadiers sailed from Portsmouth on the 24th of this month, under convoy of the Frigate *Repulse,* 32 guns. 35 vessels carrying war ammunition, victuals and 500 recruits joined this same convoy.

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1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

Philip Stephens to Captain Mark Milbanke, R.N.[1]

Sir 30th May 1776

Lieut Cunningham, who is employed at Dublin on the Service of raising Men having acquainted my Lords Commissioners of the Admiralty that he has received information that Henry Watson a Seaman whose description is on the otherside hereof, and who entered with him the 12th instant for His Majesty's Ship *Diamond,* and was sent to Portsmouth in the Brig *Neptune* the day following, was the Mate of a Vessel under Seizure at Dublin, for having carried Gun Powder to America for the use of the Rebels: I am commanded by their Lordships to signify their direction to you to give the necessary directions for keeping the said Watson on board one of the Guardships at Spithead until farther Orders, that he may be forth coming is [*sic* in] case he should be wanted as an Evidence, I am &c

P: S:

Captn Milbank, Senior Officer at Portsmouth

Henry Watson Is about 36 Years Old 5 Feet 4 incs high black Hair a remarkable Mark over his right Eye, and born at Banff in Scotland,

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1. PRO, Admiralty 2/552, 99.

Gabriel de Sartine to Count d'Ennery, Governor of Santo Domingo[1]

Versailles, 30 May 1776

I had anticipated, Sir the observations that you brought to my attention concerning the need to send a few of the King's Ships to cruise off St. Dominique. As soon as he received news of the offensive actions committed by the English frigates in the waters of this Colony, the King had ordered that two frigates and one corvette be stationed there in order to enforce the authority of the French flag. The frigate *La Tourterelle* under the command of M. de Beaussier and the corvette *L'Etourdie* under the command of M. Le Begue now stationed at St. Domingo are destined for this mission. These Officers have been directed to give you a copy of their Orders in which the King's Instructions are explained in detail. You will please to see that they be properly executed. H.M. recommends that you do not change anything in the arrangements that he made unless extraordinary circumstances which he could not foresee compelled you to do so.

You will send me in double envelope, the first one marked For You Only, your reports with respect to the orders of Messrs. Beaussier and Le Begue and the Officer who will be in command of the frigate which is to be sent to you. I have the honor to be with sincere attachment, Sir [&c.]

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1. AN, Marine, B^4, 134, 90, LC Photocopy. Same letter sent this date to d'Argout, governor of Martinique.

GABRIEL DE SARTINE TO LIEUTENANT DE L'ABBADIE, COMMANDING THE SLOOP OF WAR *Le Rossignol*[1]

Versailles, 30 May 1776

I enclose herewith, Sir, particular Instructions which will give you directions relative to your cruise while you will be stationed at Martinique. It is His Majesty's intention that you give a copy of these Instructions to M. D'Argout, Governor General; you will please to comply therewith.

It is said in the Instructions which you received as you left France that one of the main objects of your cruise is to put a stop to illegal trade. The new Instructions which I am sending you alter this arrangement: It is possible that circumstances and the needs of the Colony require that less vigilance be exercised in this area. Consequently, H.M. [His Majesty] recommends that you comply with the orders you will receive from the Governor General.

You will send me in double envelope, the first one marked For You Only, the reports relative to your Cruise as directed in the new Instructions which I am sending you. I have the honor to be, &c.

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1. AN, Marine, B^4, 134, 88, LC Photocopy. Similar orders were sent to commanding officers of other warships in or bound for the West Indies.

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31 May

PHILIP STEPHENS TO VICE ADMIRAL ROBERT MAN[1]

Sir, [Admiralty Office] 31 May 1776.

Lord Weymouth, One of His Majesty's Principal Secretaries of State, having transmitted to my Lords Commissioners of the Admiralty Copy of a Letter he received from Mr Consul Hardy at Cadiz, dated the 3d Instant, giving an account that his Majesty's Frigate *Enterprize* and *Zephir* Sloop, had been for several days cruizing off that Port, and had chased and searched some Vessels very near the entrance of the Bay, which proceedings gives great umbrage there, and he is apprehensive may cause Complaints from the Court of Spain; I am commanded by their Lordships to acquaint you therewith, and to recommend it to you to order the Commanders of the Cruizers which you may station from time to time to intercept Ships and Vessels belonging to the Rebellious Colonies of North America, to avoid cruizing in sight of the Ports, and not to approach the Coasts of Spain so as to give any Interruption to the Subjects or Trade of that Nation, or any just cause of Complaint. I am &ca

Php Stephens.

[Endorsed] Duplicate sent by the *Alarm* the 13th July.

1. PRO, Admiralty 2/1333, LC Photocopy.

Giambattista Pizzoni to his Government in Venice [1]

[Extract]
Most Serene Prince, London, 31 May 1776

After the Royal Army decided to abandon Boston for reasons already explained, there was a rumor that its Commanding General Howe had sailed for Halifax, capital of Nova Scotia; however, such information has now become doubtful. Some persons who believe themselves current with the military deployment of this Court in America maintain that after the fleet of transports had arrived at a certain point to mislead the Americans regarding his voyage to Halifax, he suddenly changed course for Long Island, that is Isola Lunga, a very short distance from New York, capital of the same Province. In fact, as said Island is situated facing the midpoint of the very extensive English American coastline, such situation appears very suited to favor any enterprise by the Royal Army. However, while well founded news is awaited on this matter, a ship has come from America, bearing the news of American uncertainty as to where the campaign will be opened by choice, along with a notice to this Ministry of having met at sea on the [21st] day of the month expiring, at a long distance from St. Helena Island, the Warship *Eagle* of this Crown, which ship was sailing under fair wind toward this Continent and was carrying Admiral Lord Howe; it is then reasonably conjectured that the first of the two expeditions of troops thus far sent has arrived at its destination, and that the second is about to arrive. . . .

1. Papers of the Senate, ASV.

Public Advertiser, Friday, May 31, 1776

London [May 31].

Yesterday arrived in the River the *John and James*, Baker, from Alicant; which brings letters that say, there were six American vessels taking in goods there for Philadelphia, but do not say what sort of goods, but only that the Americans carry on an extensive trade to those ports.

London Chronicle, Thursday, May 30 to Saturday, June 1, 1776

London [May 31].

Letters from South Carolina, brought by a ship that is arrived at Nantz, mention, that on the 8th of April last, four large ships were then loading at

Charlestown with indigo and rice, for a foreign market, they mounted from 20 to 30 guns; and that a transport, laden with porter, had been brought into [South] Carolina by two American privateers, who had taken the cargo out, and were then proceeding to fit her as a privateer, being a very good ship.

GABRIEL DE SARTINE TO THE COMMISSIONERS IN NANTES AND BORDEAUX[1]

Versailles, 31 May 1776

The English Minister Plenipotentiary, Sir, was informed that a Dutch ship loaded with 40 thousand pounds of Powder destined for Bordeaux and two others loaded with 45 thousand pounds destined for Nantes recently left Amsterdam. The Court of London thinks that this Powder is eventually destined for New England. We have been requested to send orders to our ports and prevent this destination to be reached. Although I have grounds to assume that this supply of Powder is destined, on the contrary, to our traders on the Cost of Guinea, who turned to Holland after being unable to obtain any from England as they used to, I thought necessary to remind you again that His Majesty's intention is that his subjects shall not supply any war ammunition to the rebels of North America. You will please to give all your attention to this matter and keep your eyes open on the Dutch ships that might bring powder into your port.

[Endorsed] Copy of the letter sent by M. de Sartine to Messrs. Doyard and De la Porte.[2]

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1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.
2. *Ibid.,* Sartine sent copies of these letters to Vergennes "which you may forward if you deem proper to the English Minister."

GABRIEL DE SARTINE'S INSTRUCTIONS TO THE CAPTAINS IN OR ORDERED TO THE WEST INDIES[1]

Draft of Instructions corresponding to those of the Spanish Court for the four Frigates and the three Corvettes which His Majesty proposes to keep operational and on observation cruises in the Windward Islands and Santo Domingo.

His Majesty having deemed necessary to keep four frigates and three corvettes stationed in the American Sea, these instructions will explain to M.————to whom is entrusted the Command of————the line of conduct he is to maintain during his cruise and inform him more perfectly of the object of his mission. H.M. thought it pertinent to disclose to him the respective missions of the other frigates or corvettes and to indicate to him the areas to be guarded by the said frigates and corvettes of H.M. as well as by those of H.Cath.M. [His Catholic Majesty.]

The precautions which must be observed in the present circumstances require that particular attention be directed to the routes which the English might follow as they sail from the New England Ports to the Gulf of Mexico, the Island of Cuba, Santo Domingo, Puerto Rico, Guadeloupe and Martinique.

Spain will direct four frigates to cruise in the following waters:

One to cruise 30 or 40 leagues Northward of the North East point of Puerto Rico.

A second one will cruise between the western point of Puerto Rico and the eastern point of Santo Domingo.

A third one, between the eastern point of Cuba and Mayaguana.

A fourth one, between the western point of Cuba and Vezil [Sisal?] and the place where one begins to take soundings before reaching Campeche.

By these dispositions, all passages on the lee-side of the Antilles are guarded by Spanish frigates; and it would be difficult for the English to reach the Gulf of Mexico without being sighted by one of these frigates stationed there on observation.

The Frigates and Corvettes which H.M. proposes to keep armed in the American Sea will receive the following assignments:

The Frigate *L'Aigrette* under the command of Captain Thomas Dorves will cruise to windward of Martinique and patrol Northward as far as the parallel of the southern point of Guadeloupe or that of Marie Galante and Southward as far as the parallel of the North Eastern point of St. Lucia.

The Frigate *La Licorne* under the command of Captain de Peynier will cruise to windward of Guadeloupe and will extend her cruise Northward as far as the parallel of Barbuda and Southward as far as the parallel of Dominica.

These two frigates will observe the English ships that will come to scout the Antilles in order to pass either to the North, or to the South of these Islands, or through the channels lying between them.

The Corvette *Le Rossignol* commanded by Lieutenant de L'abbadie will cruise to leeward of Martinique and will maintain such a course that she will always be able to reach Guadeloupe.[2]

The Corvette *Le Rossignol*[3] commanded by Lieutenant Dussault will cruise to leeward of Guadeloupe and will extend her cruise towards Saint Christopher.

The Corvette *L' Etourdie* commanded by Lieutenant Le Begue will cruise to the North of the French Cape of Santo Domingo and will extend her cruise towards the Caicos Islands.[4]

The Frigate *La Renommée,* commanded by Captain de Monteil will cruise off St. Nicholas Mole and towards the Great Inagua.[5]

This Frigate and the Corvette *Le Serin* will observe the Ships that might want to reach the Old Channel.

Finally, the Frigate *La Tourterelle,* commanded by Captain Beaussier de Chateauvert, will cruise to the South of Fort St. Louis to Santo Domingo in order to observe the Ships which might pass through the Channel between this Island and Jamaica.

The only instructions which H.M. will give to the Commanders of his Frigates and Corvettes destined to cruise in the waters as directed above in order to observe the possible movements of the English Squadrons are limited to the following points to which M.———will pay the greatest attention.

1) They should hide as much as possible, even from their crews, the purpose of their cruise.

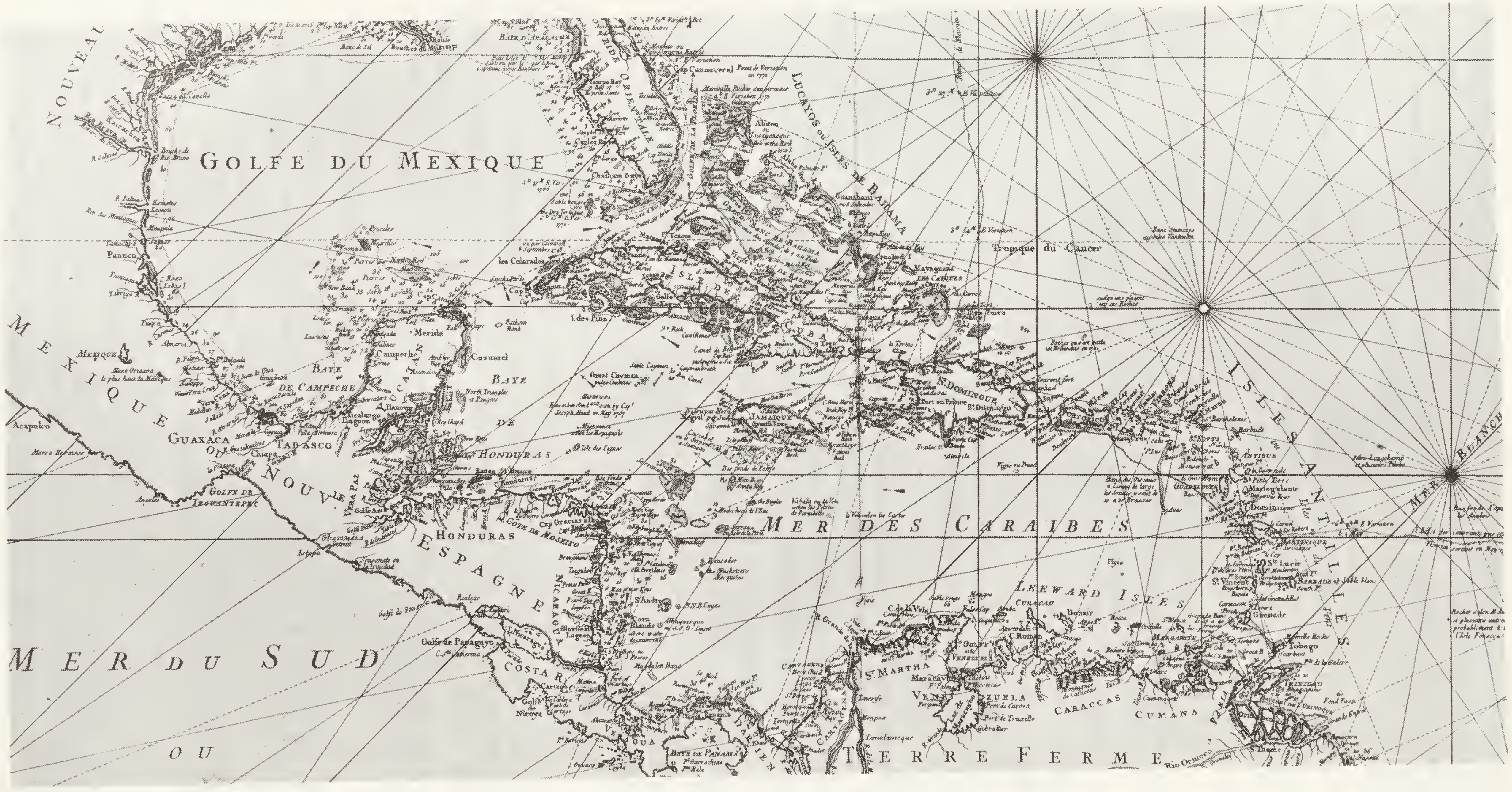
2) They should all act in concert exchanging intelligence which may guide them as much, of course, as distances and circumstances will allow it, while each one will keep strictly to the primary object of his mission.

3) With regard to inspecting and detaining of English Vessels, they should not stray from the general practice which has been followed up to now, that is to say, they should pretend that they are trying to stop smuggling on the coasts of the Isles belonging to H.M.; but each time they will be able to detain some Vessel on these just grounds they will attempt to obtain information as to the destination, movements, and business of the Ships of the English Fleet.

4) Rather than trying to intercept the illicit trade of the Americans, they should be more concerned with maintaining their cruises at fairly good distance in order to keep the English Frigates away and to prevent their daring to come too close to the French Isles or visit the harbors and various anchorages as they have already done.

5) In the event that a Vessel from New England, belonging to the Insurgents, would be pursued by an English Frigate and would ask for the protection of the French Flag, the Commanders of the King's Frigates and Corvettes will grant it to her, and if in spite of the declaration made to this effect the English Frigate still attempts to seize her, the said Commanders will oppose such an action and will use the forces entrusted to them by H.M.

6) They will act likewise with regard to Neutral Vessels having left European or American Ports and laden with ammunition or other kinds of Aid for the Insurgents; and in the event that one of these Vessels would be pursued by an English Frigate and would ask for the protection of the King's Flag, the Commanders of His Majesty's Frigates and Corvettes would not allow that said Vessel be inspected. But in both preceding cases, they are not to move towards said Vessels and must wait until circumstances bring those close enough to ask for the protection of the King's Flag, nor are they to try and facilitate through their own manoeuvres those which the said Vessels may make in order to approach His Majesty's Frigates and Corvettes.


GOLFE DU MEXIQUE
LUCAYOS ou ISLES DE BAHAMA
Tropique du Cancer
ISLE DE CUBA
S.T DOMINGUE
JAMAIQUE
ISLES ANTILLES
MER DES CARAIBES
LEEWARD ISLES
MER BLANCHE
BAYE DE CAMPECHE
BAYE DE HONDURAS
HONDURAS
NICARAGUA
COSTA RICA
MEXIQUE ou NOUVELLE ESPAGNE
GUAXACA
TABASCO
MER DU SUD OU
TERRE FERME
CARACCAS
CUMANA
NOUVEAU

Gulf of Mexico and Caribbean Sea.

7) They should be prompt to communicate to the French Governors all the intelligence they will receive and their own findings, particularly to the Governor more concerned by this Information than the others by reason of securing the Colony whose defence is entrusted to him.

8) In pertinent cases the same information should be given to the Governors of the main Spanish Colonies because, independently from the fact that both Nations share the same interest in this matter, the subjects of His Catholic Majesty will endeavour on their part to obtain other intelligence which they will heedfully communicate to the French Governors.

9) If they should encounter His Catholic Majesty's Warships and Frigates, they should conduct themselves towards their Commanding Officers with suitable courtesy and trust and exchange information they might have which might be useful to the Service of both Monarchs.

10) Finally, at every available opportunity they should approach Vessels returning to France and those arriving in American waters, and use the former to acquaint His Majesty and the latter to acquaint the French Governors with everything of interest they may have discovered or learned during their cruise.

The Commanders of the Frigates and Corvettes will coordinate all their operations with the Commandants of the Islands where they will be stationed.

His Majesty enjoins the said Commanders to remain at sea as long as possible and to put into Port only when pressing needs will compel them to do so or when they will have intelligence for the Commandants of the Colonies.

Versailles, 31 May 1776
Approved in the hand of the King

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1. AN, Marine, B^4, 134, 96–99, LC Photocopy.
2. [Marginal note] Relieved by the Corvette *La Favorite,* commanded by Lieutenant de Kersaint, dispatched on September 20 1776.
3. The repetition of the name was undoubtedly a copyist's error. The vessel which should have been named was probably *Le Serin,* which is listed in a subsequent paragraph.
4. [Marginal note] Relieved by the Corvette *Le Serin,* commanded by Lieutenant Ligondès de Rochefort, dispatched on December 18 1776. The Corvette *La Curieuse,* commanded by Captain de Rosnevet, was sent with similar instructions to Santo Domingo on September 30, but since she was not to be stationed in that Colony, she was not assigned any particular orders.
5. [Marginal note] Relieved by the Frigate *L'Indiscrètte,* commanded by Lieutenant de l'Archantel, dispatched on December 27.

Dr. Barbeu Dubourg to Vergennes[1]

[Extract]
Monseigneur

Paris 31st May 1776

Permit me to impart to you my uneasiness with regard to our great affair, and, above all, as to the man who has the charge of it.

You have seen the contract passed between the secret committee of the Colonies, and ratified by the General Congress, of the one part and the Sires Pliarne and Penet of the other; so we could not doubt the intentions of the Congress. But it seems likely enough that, having but very recent and slight knowledge of these two men, who have offered themselves to them at a moment when they were not in a position to choose, they have accepted their proposals, without, however, having full confidence therein, and that they have taken what precautions they could to bridle him whom they were sending into France charged with their commissions.[2]

M. Penet was born in Alsace the son of an artillery store keeper who, having many children, could give them but a mediocre education. This one went to seek his fortune in America, and, at his departure, did a stroke of business, not indeed of a dishonest man but of a not very scrupulous adventurer. He obtained from M. de Monthieu, 600 Muskets upon credit as a private venture and their lender was many years without receiving news of him; but, at last, when he believed all lost he received about half his principal and interest combined. This story is well vouched for. One cannot conclude much from it if there was nothing to support it. Let us pass to another point.

This M. Penet has told me that he has letters from Messrs. Franklin and Rush for me, which remain in Holland with his large pack and that he has sent to have it forwarded to me here. I am impatient to receive this packet, which will, perhaps, teach me more of the way of thinking of the American Committee. Meanwhile this man evinces the greatest desire to form a partnership to share with me, upon very liberal terms, all the benefits of the immense trade of which the most fortunate prospect seems to offer itself to him alone; whence it seems possible to conclude that he feels the need of a little support.

Finally, what appears to me more conclusive than everything else, is that he confided to me last night that for all consignments he shall make either of men or stores he will be obliged to draw upon M. Swenghausen,[3] or Chevisgouze banker, at Nantes, but that the letters which shall authorize him therein were not delivered to him at once, and are only to come to him by the vessels expected at Nantes from America, to take in cargo—proof that they have not thought fit to put themselves altogether at his discretion.

That being the case, Monseigneur, it seems to me necessary, in the first place to try and get to the bottom of all that, in the second place to provide in one way or another for the pressing needs of our good friends the Colonists of America.

To fulfil the first object,—would there be no means of making inquiry in Alsace about him personally, at Nantes as to the power entrusted to him and the advices transmitted from America to the banker Swengause [Schweighauser]? This latter point is the most important, but only a commandant or intendant, commisssoned thereto by the Court could manage it. That is too far beyond my reach. Still, could we not facilitate and accelerate the arrival of the packs from Holland, which should contain these letters, with details, more or less, about him?

And supposing that we could only deal with much reserve and caution with the Sieur Pennet, how could we contrive so as not to leave the Colonies destitute of the resources most necessary to their defence, in which France has so great an interest? I am very devoted to them, looking upon this new State almost as my second country. I flatter myself that they honour me with a singular confidence and I would rather die than abuse it in any way; but my arms are not long enough to embrace an object of this importance. I implore your goodwill for them, your protection for myself. I have the honour to be with profound respect [&c.]

Du Bourg

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1. B. F. Stevens, ed., *Facsimiles of Manuscripts in European Archives Relating to America 1773–1783* (London, 1889–1895), No. 566. Hereafter cited as Stevens, ed., *Facsimiles.*
2. Penet returned from America to France, leaving Pliarne, his partner, to conduct affairs in Philadelphia.
3. John Daniel Schweighauser, Nantes merchant.

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1 June

LORDS COMMISSIONERS, ADMIRALTY, TO ALL NAVAL OFFICERS [1]

The King having been pleased, under His Royal Signet and Sign Manual to establish Instructions (bearing date the 2d day of May 1776.) for the Commanders of His Ships and Vessels of War, in regard to such Captures as have been, or shall be made by them, in consequence of an Act lately passed, prohibiting all Trade and Commerce with the Colonies of New Hampshire, Massachusets Bay, Rhode Island, Connecticut, New York, New Jersey, Pensylvania, the three lower Counties on Delaware, Maryland, Virginia, North Carolina, South Carolina & Georgia, during the continuance of the present Rebellion within the said Colonies respectively; We send you herewith a printed Copy of His Majts said Instructions, and do hereby require and direct you to pay the strictest regard and attention thereto. Given &c. the 1t June 1776.

To the respective Captains and Commanders Sandwich
of His Majesty's Ships and Vessels. Lisburne
By &c. P.S. H. Palliser

[Endorsed] Sent the same as in the preceding List. vide page 125 to 7

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1. PRO, Admiralty 2/101, 129.

VERGENNES TO DR. BARBEU DUBOURG [1]

M. Barbeau DuBourg Doctor of Medicine
Rue Copeau—Paris Versailles the 1st June 1776

I have just received, Monsieur, the letter of yesterday which you have thought good to write to me, in order to inform me of your uneasiness about the person who presented himself to you as recommended by your friends, and who cannot now produce his credentials.[2] The most favourable judgment one can pass upon the man in question is that he is one of those fortune-seekers who are willing to enrich themselves at any cost; that, with this aim, he has been to offer his services you know where, that they have been accepted and that thinking to find people here equally bold and venturesome he has perhaps undertaken to supply to distant parts what he is seeking to obtain here, only to receive the price of it after delivery. So reckless a party not being of a kind to find associates, I think you would do very well, Monsieur, to put a check upon the facilities which you seemed inclined to procure for this man, and above all, not to answer for anyone whatsoever. One advice, moreover, which I cannot omit to give you is to inspire this man and his adherents with the greatest caution in their manner of dealing and dispatching business. You are aware that if the object of his negociation were to acquire sufficient publicity for direct and well defined complaints to reach us we could not avoid giving redress and so putting a stop to everything. Pray recollect what I told you, one can connive at certain things but one cannot authorize them.

The enquiries which you suggest, Monsieur, would be, at the least, useless; the production of the credentials is what you ought to insist upon; in default, avoid everything which would implicate you, and consequently compromise you. I am &c

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1. Stevens, ed., *Facsimiles,* No. 568.
2. Penet, of the firm Penet & Pliarne.

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4 June

John Robinson to George III[1]

Mr. Robinson has the Honour, by Lord Norths Order, to transmit to His Majesty, the Dispatches which have this Day been received from General Howe, and to add that a Fleet of Victuallers sailed from Cork under the Convoy of the *Greyhound* Man of War, on the 4th of April for Boston, besides the several Victuallers which went the latter End of last year and which have been drove off the Coast of America, which Fleet it is hoped must have arrived with Genl Howe at Halifax very soon after the Date of His Dispatch, and which probably wd have been with him by the time he wrote, if they had not gone to seek him at Boston.
Treasury Chambers. 4*th June* 1776–10 P.M.

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1. Sir John Fortescue, ed., *Correspondence of King George the Third from 1760 to December 1783* (London, 1927, 1928), III, 372. Hereafter cited as Fortescue, ed., *Correspondence of George III.*

M. Garnier to Vergennes[1]

[Extract] London, 4 June 1776

There was an action at sea between the Frigate *Glasgow* and some American Privateers that dared attack her. The fight was obstinate, but both parties separated without much damage. The frigate returned to a port of Rhode-Island, and the Privateers to the Port of New-London in the province of Connecticut.[2]

The number of horses being embarqued for America amounts to thirteen hundred at the rate of 12 tons per horse. The freight cost is 13 shillings and 6 pence per ton, and the freight for fodder costs 5 pounds Sterling per Ton. As you can see, My lord, this [is] quite an expense for this one item, the least important in this famous expedition. When we recall that the original purpose behind this enormous expense was to impose a small tax to America, we seem to see an Alchemist of a new kind throwing into his crucible everything he can gather that is made of gold and precious metals in order to turn it into lead: this ruinous and mad war is the reverse of the Philosopher's stone for England.

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1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.
2. A preliminary report of the engagement of Esek Hopkins' Continental fleet with H.M.S. *Glasgow*. See next entry.

London Chronicle, SATURDAY, JUNE 1 TO TUESDAY, JUNE 4, 1776

London [June 4].

A severe naval engagement likewise was fought about the same time off Philadelphia between the *Glasgow* man of war, with two frigates, and the provincial Commodore Hopkins's fleet, consisting of five ships mounting together 100 guns and all ably manned: after an obstinate fight, of four glasses, one of the Commodore's fleet was taken, another sunk, and the rest were driven in the most tattered condition with the loss of half their hands into New London, near Rhode Island.[1]

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1. This garbled account was the initial news received in England of the engagement on April 6, 1776 between H.M.S. *Glasgow* and the Continental fleet. See subsequent accounts, June 5 and June 8.

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5 June

LORD GEORGE GERMAIN TO GOVERNOR SIR BASIL KEITH[1]

[Extract]
(No 9) Whitehall 5th June 1776

Sir, I have received your Dispatches numbered 1 & 2, and your Letter of the 27th of March and have laid them before the King.[2]

The Information you had received, of the Arrival of so considerable a Body of Troops at St Domingo was a just ground of Alarm, and His Majesty very much approves of the prudent Measures you took for the safety of the Island, without interrupting it's Commerce, or exciting too strong Apprehensions of Danger to the Inhabitants.

Mr [Charles] Cobb's Letter contains so exact a State of the Military Forces in the Island, as leaves no room to suspect that the Count d'Ennery has any Instructions to employ it in any hostile Enterprises; but at the same time you cannot, in the present Circumstances, be too much upon your Guard, and every Precaution that can be taken without exciting Jealousy, or creating Alarm ought to be made use of, to prevent any Surprise, and to obtain constant & exact Information of what is passing, in both the French & Spanish Islands, and His Majesty relies upon that Zeal & Attachment for his Service, which has hitherto distinguished your Conduct, for exerting you to continue your Attention to these important Objects.

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1. PRO, Colonial Office, 137/71, Part II, LC Photocopy.
2. See Volume 4, 544–46.

PHILIP STEPHENS TO VICE ADMIRAL CLARK GAYTON, JAMAICA[1]

Sr 5 June 1776.

Have received & communicated to my Lords Commrs of the Admty your letter of the 28th of March last, with it's several Inclosures,[2]

Their Lordships are satisfied with the reasons you have given for ordering the Naval Storekeeper at Port Royal to purchase the *Lady Keith* Schooner, and, considering her as one of the three Schooners which they have directed you to purchase, will confirm the Order you have given Mr Francis Le Montais to be Lieut & Commander of her.

My Lords approve of your having employed an Attorney to defend you in the several Actions brought against you for the detention of the Vessels seized, as belonging to the Rebel Colonies, and part of their Crews; but their Lordships commanded me to inform you that you should have defrayed the Expence yourself and charged it in your contingent account, instead of directing the Naval Storekeeper to pay it.

I have only to add that their Lordships have sent to the Navy Board an Extract of so much of your Letter as relates to the Surgeon of the *Maidstone,* the appointment of those Officers being vested in that Board, and to assure you that I am &c

P. S.

By the Packet.
Duplicate by the Packet 4th Septr.

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1. PRO, Admiralty 2/552, 119, 120.
2. See Volume 4, 552–55.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL CLARK GAYTON[1]

Having ordered the Complements of His Majesty's Ships and Vessels under your Command, whose names are on the other side hereof, to be increased to the Numbers against each respectively exprest You are hereby required and directed to give Orders to their Commanders to increase their Complements to those Numbers respectively, and to bear such increased Complements until they receive further Order. Given &c the 5t June 1776.

Palmerston
C. Spencer
Lisburne

To Clark Gayton Esqr Vice Admiral
of the White, and Commander in
Chief of His Majesty's Ships and
Vesels at and about Jamaica

By &c P:S: (By the Packet 5t June 1776)

	Antelope	350
	Maidstone	200
	Boreas	200
	Squirrel	160
Sloop	*Diligence*	110[2]

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1. PRO, Admiralty 2/101, 132.
2. *Ibid.*, 133, orders were also sent to Vice Admiral James Young this date to increase the complements of the ships under his command as follows:

Portland	350	*Hind*	160
Argo	200	*Pomona*	125

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JAMES COOK, R. N.[1]

Whereas the Commissioners appointed by Acts of Parliament for the Discovery of Longitude at Sea &c have agreed with Mr William Bayly to proceed in His Majesty's Sloop *Discovery* on her present intended Voyage in order to make Nautical and Astronomical Observations and to perform other Services tending to the improvement of Geography and Navigation (as you will see by the Copy of his Instructions which will be sent you by their Secretary) and have desired that he may be received on board the abovementioned Sloop; And whereas we have ordered Captain Clerke her Commander to put himself under your Command and follow your Orders for his further proceedings You, are therefore hereby required and directed to cause the said Mr Bayly, together with his Servant, Instruments and Baggage to be received on board the *Discovery* accordingly; directing Captain Clerke to victual him and his Servant during their continuance on board in the same manner as her Company are, or shall be, victualled; and to give him all convenient accommodation and such assistance and support as he may stand in need of from time to time to carry his said Instructions into execution and to be particularly careful, whenever there are convenient opportunities and he shall be desirous of landing in order to make observations on shore, to furnish him with a proper Boat and with a sufficient Number of Men, as well to assist in fixing his Instruments as to protect him from any annoyance or disturbance which may be attempted to be given him by the Natives during his stay; and to land, at the same time, a sufficient Quantity of Provisions and Necessaries for the use of himself and Servant, and the Persons who may be put on shore to assist and protect him as above directed.

And whereas the said Commissrs have thought it expedient to send out for trial during your present intended Voyage, two Watch Machines which have been made by Mr Kendal in consequence of their directions, one of them, being a Copy of that made by the late Mr Harrison and the same that was sent out with you upon your last Voyage, on board the Sloop you command, and the other being of the said Mr Kendal's own Construction and having never yet been at Sea for trial, on board the *Discovery;* and in order as well to prevent any improper management, or ill treatment of the said Watch Machines as any suspicions thereof have desired that the Keys of the three different Locks which are affixed to the Boxes in which those Watch Machines are respectively kept, and which Keys will be sent to you: by the Astronomer Royal may be disposed of in a manner similar to that which was practiced on the like occasion during your last Voyage, You are hereby further required and directed immediately after they come to your hands, to dispose of the said Keys (which to guard against Accidents will be sent in Duplicate) in the following manner, Vizt, to keep those of one of the Locks of the Box containing the first mentioned Watch Machine yourself, and to deliver those of the other Locks of that Box to your 1st and 2d Lieutenants respectively; and you are to be present yourself, and to take care that your said Lieutenants be present also, every day at the winding up of the said Watch Machine and to see that the respective times shown thereby be properly inserted, and attested under your and their hands respectively, in the general observation Book, agreeable to the 2d Article of the abovementioned Instructions to Mr Bayly; and you are to give orders that the Keys of two of the Locks on the Box containing the other Watch Machine be kept in the Custody of Captain Clerke and his first Lieutenant respectively, that they be present every day at the winding up of the said last mentioned Watch Machine by Mr Bayly, and that they do see that the inspection times shewn thereby be properly inserted and attested agreeable to the abovementioned Article of Mr Bayly's Instructions, a Copy of which you are to deliver to Captain Clerke; But, if it shall happen that you yourself or your first or second Lieutenant, cannot, at any time, through indisposition, or absence upon other necessary duties conveniently attend as above directed, you are, in such case, to take care that the Keys in the Custody of the Person who cannot attend be delivered to some other Officer of the Sloop you command, whom you can best trust therewith, in order that he may supply the Place of such Invalid or Absentee; and you are to give similar directions to Captain Clerke with respect to the Keys which are in the Custody of himself and his first Lieutenant respectively. Given &c the 5th of June 1776

Palmerston
C: Spencer
Lisburne

To Captain Cook, Commander of
His Majesty's Sloop *Resolution* in Longreach

1. PRO, Admiralty 2/101, 135–38.

Public Advertiser, WEDNESDAY, JUNE 5, 1776

London [June 5].

An old Seaman remarks, that the Provincial Squadron cannot be very formidable, since the *Glasgow,* an old 20 Gun Ship, engaged and beat the whole Squadron: However, none of them are taken, as was at first reported.

The *Glasgow* Man of War, of 20 Guns, and 160 Men, was attacked by Commodore Hopkins's Fleet on the 20th of April [*sic* April 6] off Newport in Rhode-Island; and notwithstanding the Superiority of both Guns and Men, yet got clear off.

Commodore Hopkins's Fleet consists of two Ships, the *Alfred,* of 34 Guns, 330 Men, commanded by himself; the *Columbus,* of 30 Guns, 300 Men, by Capt. Whipple; with two Brigs and two Sloops; the Number of Guns on board the same amount to 104.[1]

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[1] This report, the first reasonably accurate summary of the engagement between the *Glasgow* and the Continental fleet, probably "leaked" out of the Admiralty Office before the release on June 8 of Captain Tyringham Howe's account which was published in the *London Gazette,* June 4 to June 8, 1776.

6 June

BEAUMARCHAIS TO ARTHUR LEE, LONDON[1]

No 2. Paris June 6th 1776

Mrs. Johnstone[2]

I received your Letter of the 23d May. I will perform "my" promises "in the way I have pointed out." I am about to send to Cape François in the island of St Domingo, a Ship loaded with Merchandize to the value of £25000, besides Cannon, Powder and Stores, but this last article will arrive but in small Parcels on account of the risque. "On your part do not fail to send a Ship loaded with good Virginia Tobacco," and let your friend send in the Ship an intelligent discreet and faithful Person with powers to receive the Money or Merchandize and Powder, "and to make the remittances in Tobacco," which I can no more do without, than your friend can without what I send to him in a word, let him give his Notes to my House for what he shall not be able to pay in Tobacco, and make certain and solid arrangements with my Agent at the Cape for the future.

The Captain on his arrival at the Cape must enquire of the first Magistrate, who is the Merchant entrusted with the affairs of Roderique Hortalez and Co. and he will introduce him to the correspondent of your humble Servant.[3]

[Copy]

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[1] Henry Laurens Papers, Letters to Secret Committee, &c. 1776, SCHS.

[2] In this exchange of letters, Beaumarchais used the name "Hortalez" and Lee, "Mary Johnstone." For explanation of the quotation marks, see Lee to Beaumarchais, May 23, 1776, Volume 4, 1137.

[3] *Ibid.,* Lee replied on June 14 cautioning Beaumarchais to "Consider above all things that we are not transacting a mere Mercantile business but that Politics is greatly concerned in this affair."

ESTIENNE CATHALAN TO WILLING, MORRIS & CO.[1]

Gentlemen – Marseilles the 6th June 1776 –

I confirm what I did myself the pleasure of writing you by Mr Van Horne, who I hope will long ere this, be arrived, & the Cargo under his direction safely Landed with you; he will him self have related to you the many obstacles we had to surmount in procuring it here, as such a Cargo had never before been shipped from any port of France; and the publick Orders relative to the Articles it was composed of expressly & rigourously prohibited their Exportation. In order then to obtain a Secret permission, it was absolutely necessary to go to Paris, as such would never have been granted to any one in writing; every thing I could desire was granted me there, but on my return I found I had still many other difficulties to encounter here, & at Toulon, which I at last got over with much trouble & perseverance: and I rest upon the whole so much the more satisfied that in having succeeded for Mr Van Horne, I open'd the way to others in this Kingdom, who have supplied both our Islands & your Continent with these Commodities.

Our worthy friend Mr Thomas Morris arrived here about 12 days ago, I have since had the pleasure of Several Conferences with him on the present state of affairs, and as he possesses a very great share as well of political as Commercial Knowledge, the Informations he has been pleased to give me, have affor[d]ed me the most perfect Satisfaction

Your firm resolutions to maintain your priviledges are certainly very just & commendable, & it was very pleasing to me to learn that you were in a state to enable you to render unfruitfull the Efforts of Great Britain, & frustrate her designs to deprive you of your Liberty. may the God of Justice protect you, & secure to you the Conservation of your Rights, these are my Sincere prayers; but I cannot look upon all the present Horrors of this Cruel warr, & it's consequences perhaps still more fatal, without being deeply affected, and would be exceedingly happy if I or my friends could be in any way instrumental, in stopping those Rivers of such noble Blood, in these Circumstances so much profused. I highly disapprove of the injustice of the British Government, in not listening to your Complaints, as I do of their Obstination to Submit you to Laws contrary to your priviledges. all the Neutral Nations in general, & France in particular, warmly blame Such a Conduct, the English them Selves are Sensible of the Impropriety of their proceedings, which they have carried too far to retract, it would be manifesting their real weakness if they now consented to grant what they have So constantly refused; But there is an Expedient which would be equally creditable for you and decent for great Britain. I mean that the Continental Congress should demand the mediation of some respectable power in Europe, who might terminate in an amicable way all your troubles and preserve your Rights. I think there is the greatest reason to believe, that the English Government would readily & willingly grant in favor of such a mediating power, what they have so constantly & obstinatly denied you. If you inclined to make choice of our Court, I would act with equal Zeal & Satisfaction for your Just cause; the Equity, Justice, & powerfullness of our Sovereign are I believe too well known in England to refuse his mediation, which I have some ground to presume you might obtain.

Having thus given you my Sentiments in favour of a happy reconciliation, which I hope you will approve of, I shall proceed to inform you that Mr Ts Ms has communicated to me the Contents of a Letter he has received from your Committee of Correspondence, and in the Several Conferences we have had together expressed great desire to be informed the dispositions of this Court towards America (as he appears to join in oppinion with me that nothing can be done in her favour in Spain) & whether in case of not being able to continue the Warr against England, alone, the Colonies might in such case place a dependance, on being heartily join'd by the French, on their become thenceforeward Subjects under the protection of France, as they have here to fore been under that of Great Britain. I am of opinion they very readily might assist them as the advantages which would accrue to this Kingdom from such a Junction would certainly be very great yet any thing I could now Say upon this Subject would be mere conjecture, & consequently not worthy of your attention. But I have written in strong terms thereon to a friend of mine whose employ at Court gives him free access & great Credit with the Minister, and on his answer if there is the least glimpse of being favorably received, Mr T. M. will sett out for Paris, & if necessary, I shall accompany him thither; and how soon we can learn any thing certain & a sure conveyance offers you may depend on its being immediately communicated to you either by Mr. T. M. or me. but in the mean time I must observe to you that I much doubt if the above mentioned Letter from the Committee, which Simply request him to get information without empowering him to treat or conclude any thing, will be thought Sufficient to obtain audience at Paris.

As to assistance by furnishing you with ammunition & stores, you may rest fully assured that any of your Vessels which may come hither in search of them will not here after meet with the Least difficulty in obtaining their Cargoes. I could now ship any Articles you might have occasion for without any further permissions being necessary than the one I have already obtained, if you thought proper to send back Capn Van Horne's Vessel or any others, by making them a french Bottoms & dispatching them for one of our Island, Called St Pierre Miquelon, to the South west of New found Ld, every possible risk would be avoided.

all Kind of woolen Cloaths may be had here. I intended sending you Samples of the different qualities of them which I have wrote for, into the Country, by this opportunity, but they are not yet Come to hand; and all the Medecinal Drugs of the *Levant* may be purchased here considerably cheaper than any where else —

I shall conclude this Letter, with assuring you that [it] is my hearty desire to be of any service in my power to America; & that there is nothing

I would not undertake for her interests, or to evince the Sincere regard & Esteem with which I very respectfully remain Gentlemen [&c.]

Estienne Cathalan

[P.S.] I have omitted to mention that I am bound to our Aldmiralty office, under a penalty of £10,000, for the safe return to this Port of Capn Troud, & his Crew, in the Vessel he carried from hence (the danger of the Seas & restraint of Princes only excepted) wherefore Should he appears with you, please by no means fail to Send him & his Vessel back, & in case of reloading her at your place, the Cargo must be declared in the Bills of Lading as for my account –

E. C.

[1] Papers of Robert Morris, Accession 1805, LC.

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7 June

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN[1]

My Lord, Admty Office [London] 7th June 1776

Having received a Letter from Vice Adml Gayton Commander in Chief of His Majesty's Ships & Vessels at Jamaica, dated the 30th of March last, enclosing one he received Express from the Chief Justice of His Majesty's Island of [New] Providence, giving an account of the proceedings of Esek Hopkins Commander in Chief of an Armament fitted out by the Rebel Americans, for the purpose of possessing themselves of the Powder & Stores belonging to His Majesty in that Island; We send your Lordship Copies of both the said Letters[2] for His Majts Information: And are My Lord, Your Lordships [&c.]

Palmerston C Spencer Lisburne

[1] PRO, Colonial Office, 5/124, 71a.
[2] See Volume 4, 461–64, 588–89.

M. GARNIER TO VERGENNES[1]

[Extract] London, 7 June 1776

My lord, we cannot mark without justifiable alarm the daring acts of which the English Sea Officers are capable. As the war gets hotter, they will become more dangerous; and their avidity for spoils will increase as they get used to firing their guns. If the English people are generally proud and greedy, it can be said with them maritime pride exceeds national pride by several degrees and that the sailors are the most miserly and at the same time the most prodigal of all the people in England. The name of Lord Howe Commanding the naval forces over such an extended Coastline is more likely to exalt than temper this pride, and I sincerely hope that the British Ministry will not have to repent for employing him in circumstances that require more caution than valor and more shrewdness than military talent.

The facts presented in the various documents which you were kind enough to send me are assuredly of a dangerous as well as offensive nature. In conformity with your instructions, My lord, I spoke of it yesterday to Lord Suffolk in a friendly and confidential manner, telling him that our confidence in the promises and good intentions of the English Ministers had prevented us up to now from taking the precautions which circumstances might require for the protection of our Islands and our trade, but that, however, the Governors of St. Domingue and Martinique were complaining bitterly of the conduct on the part of the Commanding Officers of the English frigates cruising in the Seas neighboring our Colonies. "I know, Sir,["] this Minister replied immediately, ["]that a large quantity of powder leaves your Islands for America, that the American ships carry it under the French flag; I positively know this, so that I cannot doubt it." Although he was looking down, Lord Suffolk put a remarkable amount of dignity into these words.

I answered that it could very well be that the Americans obtained powder from our islands and others, and that I was equally convinced that England was no more sterile for them in this respect than any other country where there were people interested in this sort of smuggling. As for the flag, the English Frigates use ours as well as the American ships, from which I concluded it apparently was a ruse of war employed by both parties; furthermore, that the King's attitude towards His British Majesty was friendly and obliging enough to arouse all the gratitude of the King of England and his Administration; that these were the feelings which he had often expressed to me himself.

I went on with my speech presenting our detailed grievances against their officers, especially Captain [Robert] Keeler Commanding the Corvette *Lynx* which has just arrived in Portsmouth. I explained that he would agree with our motive for speaking confidentially since such procedures were obviously contrary to the intentions of the British Ministry and since our purpose was to bring him on the one hand to punish the defaulters, especially Captain Keeler, in a manner he would deem most suitable, and on the other hand to provide more effective means than in the past to prevent the repetition of such violations.

Lord Suffolk found my request to be very modest and promised to take it into consideration. I observed that I did not show him the letters in which our Governors express themselves with all the resentment inspired by pranks which they consider as an insult to the Sovereignty of the King as well as the respect due his flag, and that, wishing to avoid anything official in my approach, I preferred to tone down the affair rather than make it worse.

The Minister did justice to my intentions as well as my procedure. He agreed that our ports, our roads and our coasts should be respected, and that once the Americans were in our waters their shelter should be sacred; he assured me that he would speak to Lord Weymouth and to the Admiralty without wasting time.

Of course, I did not want to leave any trace of doubt with respect to the words used by Lord Suffolk when he interrupted me so seriously, and I thought it was best not to be afraid and come back to this matter. I therefore confessed to him that I was quite surprised he had placed this matter first in reply to what I had to tell him, and I asked him if his intention was that I report it to my Court. The Minister answered that he mentioned this fact only to show me the necessity that compelled them to visit most strictly the ships bound for or coming from our Colonies; furthermore, that he did not impute this traffic of powder to the Government, but merely to individuals who found it to their interest to sell ammunition to the Americans as the inhabitants of St. Eustache and other islands do it.

My lord, this is what happened during my conference with Lord Suffolk on the subject which you had assigned to me. Lord North to whom I mentioned this assured me that since my last grievances new orders had been sent but that distances caused delays in their execution.

The frigate *Aldborough* which ran aground recently in Plymouth was pulled out and towed into the harbor on the 2nd. Her crew relates that she went through our Squadron composed of 2 Ships of the line, 3 frigates, 2 Corvettes and three Transport ships which appeared to be sailing for the Coast of Guinea.

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

8 June

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN TYRINGHAM HOWE, H. M. S. *Glasgow,* PLYMOUTH SOUND[1]

You are hereby required and directed to repair with His Majesty's Ship under your command into Homoze where we have ordered her to be cleaned graved and refitted, stored for foreign Service, and her Provisions completed to six Months of all Species except Beer, of which she is to have as much as she can conveniently stow; and to be supplied with Wine or Spirits in lieu of the remainder.

Applying to the Commanding officer of His Majesty's Ships and Vessels at Plymouth for the security of your Men.

And returning when ready into Plymouth Sound, and remain there until you receive further Order. Given &c. the 8th June 1776.

Sandwich Palmerston H. Palliser

By &c. P.S.

1. PRO, Admiralty 2/101, 145.

London Chronicle, THURSDAY, JUNE 6 TO SATURDAY, JUNE 8, 1776

London [June 8].

On Thursday night advice was received, by express from Falmouth, that the *Glasgow* man of war was arrived there from Halifax. She was sent with dispatches from General Howe, which were carried to the Secretary of State's office. She sailed from Halifax the 12th of May.

The following letter was received yesterday at Lloyd's Coffee-house, dated Bristol, June the 5th:

> I hereby certify, that I sailed from Jamaica the 19th of April, in the ship called the *Mars,* and on the 4th of May, in lat. 29.40. and long. 67.30. I fell in with a letter of Marque sloop, bound from Rhode Island to Cape François, with a cargo of provisions, to purchase gunpowder, mounted with four carriage and 12 swivel guns, and 14 men. She hoisted Provincial colours, and ordered me to come on board in my boat, and bring my ship's papers and letters with me, or they would sink me. This I complied with, and then he sent a prize-master on board to take the command of my ship, and ordered him to keep him company. The next day my mate proposed to my ship's company not to work the ship, which they agreed to; the Captain made use of threats and promises, which had no effect on them; after many altercations, the Captain of the armed sloop, not having men capable of working or navigating my ship, he on the second day ordered me to go on board my ship, and permitted me to proceed on my voyage, and this morning I arrived in the port of Bristol.
>
> Mag. Miller.[1]

It was reported yesterday that advice was received that Commodore Hopkins, with his squadron, consisting of nine ships, was seen within three leagues of St. Kitts, and that it feared he intended to pay that island a visit.[2]

Postscript.
London.

Advice is just received, that the following ships are taken by the Provincial privateers, viz. the *James,* Littledale, and *Norfolk,* Grindal, of Whitehaven; the *Henry and Esther,* Helles, and *Stakesby,* Watt, of London.[3]

Accounts received from on board his Majesty's ship *Glasgow,* say, that during the engagement with Hopkins, nothing could be supposed fiercer than it was. Hopkins's ships were full of men, and had they been under proper command, and exercized as in the King's service, it would have been next to a miracle for the *Glasgow* to have escaped. She had two ports beat into one, her masts wounded, her sails and rigging cut almost to pieces, yet she made shift to fight against, and get clear from, six vessels, who had above 600 men, and 104 guns, whilst the poor *Glasgow* had but 24 guns, and 125 men. Captain [Tyringham] Howe, (no relation to Lord Howe) who commanded her, has gained great credit by the affair.

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[1] The American was probably the armed sloop *Joseph,* Captain James Munro, which cleared Providence for Hispaniola, on April 20, 1776.

[2] A rumor without foundation.

[3] See Volumes 3 and 4.

10 June

"Extract of a Letter from Portsmouth, June 10."[1]

Capt. [John] Boyle, in the *Hunter* sloop of war, is arrived here; he sailed from Quebec the 16th ult. and says, the *Surprize* arrived there the 6th of May, with the *Isis,* and several other ships, at the sight of which the Rebels immediately raised the siege, leaving behind them 20 pieces of cannon, 6 mortars, &c. The *Hunter* met the transports, having on board General Burgoyne and the Brunswic troops, in the river St. Laurence; so that, he says, there is no doubt but by this time the Rebels are entirely drove out of all Canada.

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[1] *London Chronicle,* June 8 to June 11, 1776.

"Invoice of 263 Guns Shipped by Messrs Sollicoffre Frères & Wilkie of Merseilles"[1]

Invoice of 263 Guns Shipped by Messrs Sollicoffre Freres & Wilkie of Merseilles on board the Brigantine *Grant* John Waldron Master by order of James Vanzandt bound for St Eustatia or St Martins on the Account & risque of Jacobus Vanzandt, Comfort Sands & J V DeBilt [Vanderbilt] of New York and goes Consigned to vizt

No 1 Cask Containing	98		Guns		
2 Chest	30				
3 ditto	40				
4 ditto	40	208	Guns with Brass-work a 15s		£3120
5 ditto	27				
6 ditto	28	55	Ditto New fashion'd Iron-wk		
		263		24s	1320.
Charges vizt					4440.
[5 Ches]ts a 8		40			
[1 Cas]k		12			
[Stra]w Cloth Cord & Thread		49			
[Pack]ing		12			
[Porter]age to Warff		6		119	
several Sailors for work on board Ship while [illegible] getting out of the Harbour &C				33	
French Capt in attendance all Night [illegible] the vessel Piloting her &c				36	

Boats to carry the Boxes out of the Harbour	12	200
		4640.
Commission 2 pCent		92.16
		£4732.16

Errors Excepted Marseille 10th June 1776 –
Sollicoffre Freres & Wilkie

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1. NYSL.

Invoice of 250 Barrels of Gunpowder Shipped by Sollicoffre Frères & Wilkie[1]

Invoice of 250 Barrels Powder Shipped by Messrs [Sollico]ffre Freres & Wilkie Of Marseilles on board the Brigantine [*Grant*] John Waldron Master by order of James Vanzandt bound for St. Eustatia or St Martin, on the Accot and risque of Jacobus [Van Zandt] Comfort Sands & John V[ander] Bilt of New York & goes Consigned to Vizt

D G	No 1 a 167	Barrels Powder	Wt 20040 lb	@ 20		£20040..–
D F	1 a 83	ditto Finer	9960	30		14940..–
	250		Gratification to the Boatman			20..–
						35000..–
			Commission 2 pCent			700..–
						£35700

Errors Excepted Marseilles 10th June 1776
(Signed) Sollicoff[r]e Freres & Wilkie[2]

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[1] NYSL.

[2] Document charred during the fire at State Library, Albany, N.Y. It was pieced together from two invoices and filled in by comparison with a similar invoice for 263 guns. See preceding entry.

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11 June

Lords Commissioners, Admiralty, to Commissioners for Victualing the Navy[1]

Whereas you have represented to Us, by your Letter of the 7th instant, that Messrs Hanbury's and Lloyd have acquainted you that the present disturbances in America, have put it out of their power to furnish His Majesty's Ships at Virginia with fresh Beef agreable to the Contract made with Messrs Capel and Osgood Hanbury, but that they are willing to procure whatever fresh Beef they possibly can for the use of His Majesty's Ships at Virginia, upon being allowed the same Commission as you have agread to allow several Contractors in the other Colonies; And, that you are of opinion it will be adviseable to employ Messrs Hanbury & Lloyd to furnish the same til' further Order, since what fresh Beef can be procured in those parts will be an advantage to the Service, by lengthening out the Supplies sent from England; We do hereby signify to you our approval of what you have proposed, and require and direct you to employ Messrs Hanbury's & Lloyd to furnish fresh Beef to His Majesty's Ships at Virginia upon Commission, until further Order, accordingly. Given &c. the 11th June 1776.

Sandwich Lisburn H. Palliser

By &c. P.S.

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1. PRO, Admiralty 2/101, 153.

Lords Commissioners, Admiralty, to Captains St. John Chinnery, R. N., and James Robertson, R. N.[1]

You are hereby required and directed, so soon as you shall have received on board the Ship you command, from the Head Quarters at Chatham, the Party of Marines mention'd on the otherside hereof, to proceed in her with all possible dispatch to Spithead, and remain there until you receive further Order. Given &c. the 11th June 1776.

Sandwich
Lisburne
H. Palliser

Captn Chinnery, *Daphne,* Nore
1. Serjeant
1. Drummer
12. Private

Captn Robertson, *Hound* Sloop, Nore.
1. Subaltern
1. Serjeant
1. Corporal
20. Private.

By &c. P.S.

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1. PRO, Admiralty 2/101, 152.

M. Garnier to Vergennes[1]

[Extract]

My lord, London, 11 June 1776

Information received from Canada is becoming clearer. An officer, dispatched from Quebec on the 16th of last month on board the Corvette *Hunter,* brought yesterday letters from General Carleton dated on the 14th of the same month. They indicated that, upon the arrival of the first reinforcement brought by the ship *Isis* and a few Frigates or transport Ships, the Americans, numbering about three thousand, had decided to raise the siege on the 6th of last month. They abandoned their artillery and war ammunition. The Garrison made a sortie on the same day, the 6th of

May. However, this detachment must not have got too close to the retreating Americans since there was not a single man killed, wounded or made prisoner.

The essential thing is that Quebec is safe. On the 21st, the Corvette *Hunter* met the English troops and those from Brunswick under the Command of General Burgoyne sailing up the St. Lawrence. Counting this reinforcement and what may be obtained from Canada, General Carleton will soon be at the head of about ten thousand men in order to march on Montreal and attack the Lakes. It is assumed that the Americans will dispute every inch of the passage. General Burgoyne has with him 20 boats suitable for this expedition. They only need to be assembled and have the guns mounted. But a great number of other boats will be required to carry the troops, and it is expected that this expedition, subject to a number of difficulties, will require a considerable amount of time, even if we assume that it will be successful.

We have no confirmation concerning the capture of General Lee. We only know that badly needed arms and ammunition arrived in Virginia. As you can imagine, My lord, people say that we have sent them. But it matters little where the Americans obtained them as long as they have them.

From Halifax, we have reliable intelligence that General Howe's Army is in miserable condition. A number of the troops have to remain on board for lack of lodging ashore. The soldiers are suffering of dysentery and were on half-allowance until the arrival of the supply-ships which had fortunately reached Halifax before the departure of the Frigate *Glasgow* arrived on the 5th at Plymouth and which brought this news.

If General Howe's Army can not find billets in Halifax, it will be even worse off after the arrival of the Hessian troops; thus it can be expected that this Officer will hurry and begin operations in some more bountiful Province either by landing in Jersey or by making another attempt upon New York. Two of the ships which had left Boston with him fell into the hands of the Americans. One of them had a cargo of cloth exported from England and valued at thirty thousand pounds Sterling.[2]

The report made by the crew of the Frigate *Glasgow* on her fight against part of M. Hopkins' Squadron is quite different from the relation published in the *Gazette* of London. According to the information received from our correspondent in Plymouth who has it from the members of the crew themselves, the American Privateers attempted to board her several times, and she was able to get clear only by cutting off part of her stern, mounting a gun there and fighting her retreat. She only lost one man because the fire of the Americans was constantly directed at her rigging and her sails which were torn to pieces, as well as her masts which were badly damaged and delayed her passage greatly. Our Correspondent adds that she would have certainly been captured if other ships had not appeared during the pursuit. The Privateers had hoisted a Blood ensign and nailed it to the mast to show that they would not surrender. Hopkins himself did not want to get too deeply into the action because he carried an enormous quantity of powder which had to be saved at all cost.[3] In addition, he brought back 200 pieces of cannon which he landed in the Province of Connecticut, and captured prize after prize on his way. It is even reported that he took a bombgaliot.[4]

You know, My lord, that until now the Americans cruised only against the transport ships belonging to the Government, but since Congress received the Prohibition Act which authorizes the seizure of all American Ships, it authorized in return the capture of any English Ship wherever they may be encountered, except those which would bring war ammunition to the Colonies. This bait should cause the Privateers to multiply and should be detrimental to the trade of Great Britain in the West Indies.[5]

Through a resolution on the 6th of April, Congress has opened the Ports of the Thirteen United Colonies to Goods and Ships from all Nations. The only item not included is tea; the only Nation not included is Great Britain. This resolution, although it may arouse the speculations on the part of other trading Powers, especially those which have a great deal of natural resources and industry, would undoubtedly be of more value if it had been accompanied by the capture of Quebec; because, in order to trade with America, the latter must be independent, and it will become independent only through success on the battlefield. Among the resolutions carried on the same date, we find one which forbids the importation of slaves. If it is put into effect it augurs a sharp decrease in the crops of rice and tobacco.[6]

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.
2. Brig *Elizabeth,* whose rich cargo was comprised chiefly of loot from the counters and shelves of Boston merchants.
3. The Continental fleet carried little powder. Most of the gunpowder had been removed from New Providence a few hours before the capture of the island.
4. The few prizes taken by the squadron included the bomb brig *Bolton.*
5. See Volume 4, 648–52.
6. *Ibid.,* 683–84.

London Gazette, SATURDAY, JUNE 8 TO TUESDAY, JUNE 11, 1776

Admiralty-Office [London], June 11, 1776.

By Letters from Captain [Charles] Douglas, of His Majesty's Ship the *Isis,* dated Quebec the 8th and 15th of May, received Yesterday by Captain [John] Hamilton, late of the *Lizard,* who arrived from thence in his Majesty's Sloop the *Hunter,* it appears that the *Isis,* which sailed from Portland on the 11th of March, having Succours on Board for the Relief of the Place, made the Island of St. Peter's on the 11th of April; that he had from thence with the greatest Difficulty, made his Way, pressing the Ship, by Force of Sail for Fifty or Sixty Leagues through large Fields of thick Ice; that on the 21st of April, when he got clear of the Ice, he made the island of Anticostie, and the same Evening entered the River St. Lawrence; that on the 30th he anchored in a Snow Storm near the Pilgrim Islands, and from thence, as the Storm cleared up, observed successive Smoaks from Cape to Cape, towards Quebec; and that, after various Obstacles from Fogs, Calms, or contrary Winds, he arrived on the 3d of May near Isle aux Coudres, where he was joined by His Majesty's Ship the *Surprise,* and *Martin* Sloop, which sailed on the 20th of March from Plymouth, having likewise Succours on Board. Captain Douglas adds, that having secured here all the French Pilots, and every Hour becoming more and more precious, he gave Orders on the 5th of May to Captain [Robert] Linzee, of the *Surprise,* to make the best of his Way, and give Notice to Governor Carleton of the approaching Relief. Captain Linzee arrived in View of the Town at six o'Clock the next Morning; and after answering the private Signals from the Garrison, came to an Anchor in the Basin of Quebec, between the Rebel-battery on Point Levi and the Lower Town, where the *Isis* and *Martin* came to an Anchor also, very soon after; and the several Detachments they had on Board were immediately landed. Captain Douglas further observes, that the General wisely availing himself of the different Impressions which the Arrival of the Ships had made on the Minds of the Rebels, marched out to give them Battle, but that they as instantly retreated; on which Captain Douglas ordered Captain Linzee and Captain [Henry] Harvey, of the *Martin* Sloop, with a Province Armed Vessel, to proceed up the River as far as the Rapids, in Hopes to annoy them in their Retreat, which was attended with good Effect, as it hindered the Parties on the opposite Sides of the River from joining in their Flight towards Montreal. He represents their Flight to have been very precipitate, as they left not only their Cannon undischarged, their Ammunition, Scaling Ladders, Intrenching Tools, and Provisions, but even many of them their Muskets.

The *Surprise* and *Martin* were farther successful in taking an Armed Schooner belonging to the Rebels, carrying Four 6 Pounders and Six 3 Pounders, but the Men escaped into the Woods, they also recovered His Majesty's Schooner the *Gaspe,* which in the last Winter, had fallen into the Hands of the Rebels, and had been sunk by them, but was soon weighed and found to be not materially damaged. It also appears, from Captain Douglas's Letters, that on the 8th of May His Majesty's ship *Niger* arrived with Three Transports, having on Board the 47th Regiment, from Halifax; and that on the 10th, Captain [Skeffington] Lutwidge, of His Majesty's Ship the *Triton,* arrived with the *Lord Howe* and *Bute* Transports, having Troops on Board, together with the *British Queen, Agnes* and *Beaver,* Victuallers from England.

Captain Douglas speaks highly in Commendation of the Captains and Officers of the Ships employed to carry Succours, for their Perseverance and Exertion in the many Difficulties they had to encounter in the Passage through the Gulph, and in every other Part of the Service.

M. de Lombard to Gabriel de Sartine[1]

My lord, In conformity with the instructions you sent to M. de la Porte in your dispatch of 31 May last, I fruitlessly made the most rigorous investigation in order to discover the Dutch ships which sailed recently from Amsterdam with a cargo of 40 thousand pounds of gunpowder destined for New England according to the English Minister Plenipotentiary.

Since the instructions which you had sent previously to this port, we took scrupulous care in order to prevent any ship from New England to take on war supplies of any kind. I shall be twice as careful in this matter and I shall keep a watchful eye on the destination of gunpowder which might be brought here by Dutch ships. I have the honor to be &ca.

[Endorsed] Copy of a letter written to M. de Sartine by M. de Lombard, Navy Commissioner in Bordeaux, 11 June 1776.[2]

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1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.
2. *Ibid.*, Sartine forwarded this letter to Vergennes on June 16.

12 June

London Chronicle, Tuesday, June 11 to Thursday, June 13, 1776

London [June 12].

Orders are sent for the men of war now fitting out as a reinforcement to Admiral Gayton's squadron on the Jamaica station, to be in readiness for sailing by the beginning of next month.

Gabriel de Sartine to Vergennes[1]

Paris, 12 June 1776

I have the honor, Sir, to send you the reply which I received from the Navy Commissioner in Nantes concerning 45 thousand pounds of powder which recently left Amsterdam and which the Court of London believes to be destined to New England. However, you will see that M. Doyard does not believe it was part of the shipments received in this port during the month of May and that he will take great care to see that none is embarked for a foreign destination, as well as any war ammunition. I have the honor to be with sincere attachment, Sir, [&c.]

de Sartine

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

14 June

"Extract of a Letter from Whitehaven, June 14."[1]

On Monday morning arrived here a schooner, which sailed the 14th of May from Squam (it is a creek on the N.E. side of Cape Ann, a few leagues from Boston) commanded by Captains [William] Wood and [John] Robinson, whose ships, the *Jenny* and *Nelly,* were taken by the Provincials; as were also the *James,* [William] Littledale; the *Norfolk,* [Jonathan] Grindall; and the *Happy Return,* [James] Hall, all of this port. The above schooner was purchased by the Captains who came home in her jointly, with Capt. Littledale and Capt. Nellis, of the *Henry and Esther,* of Whitby, who, with their people, being prisoners, had obtained leave to depart the continent, and take their passage for Great Britain.

This being granted, and the provisions laid in for the people, as they amounted to forty-eight, some disagreeable accounts coming to the Provincials they unbent the sails and took away her rigging, till they gave further permission. During this and sailing Capt. Littledale, Capt. Nellis, and a Mr. Wilson, who were coming home with them, were drowned by the boat oversetting in going on shore from the vessel. The schooner sailed the Monday following this accident, and off the banks of Newfoundland was boarded by his Majesty's ship the *Centurion,* Capt. Braithwaite [Richard Brathwaite], who pressed eleven hands out of her, his ship's company being then eighty short of complement.

When the schooner left Squam, upwards of thirty vessels were upon the stocks at Newbury, among which were one of 24 and another of 36 guns; one of 36 was launched a few days before a little to the northward of Newbury.[2] Ships, they were informed, were arriving there daily from Bilboa with gunpowder and military stores. The men of war sometimes pursue them to the mouth of the river, at the entrance of which there is a very bad bar, about three miles from the town. Numbers of people were employed at Newbury making saltpetre, of which one man will, with indifferent materials, make a pound a day.

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1. *London Chronicle,* June 15 to June 18, 1776.
2. The Continental frigates *Boston* and *Hancock,* building at Newburyport, and the *Raleigh,* launched at Portsmouth.

London Chronicle, THURSDAY, JUNE 13 TO SATURDAY, JUNE 15, 1776

London [June 14].

Yesterday a full Board of Admiralty was held, when Capt. [John] Hamilton, of the Navy, who arrived with the Quebec news, was promoted to the command of a ship of 64 guns.

15 June

PHILIP STEPHENS TO JOHN ROBINSON[1]

Sir, 15 June 1776.

Having communicated to my Lords Commrs of the Admty your Letter of Yesterday's date, desiring to know for the Information of the Lords of the Treasury the Names of such Ships as are to Sail soon to join the Fleet with General Howe; I am to acquaint you that His Majts Ships named on the otherside hereof are intended to Convoy the Troops against their Names expressed from Spithead to the places of their respective destination. I am &c.

P. S.

Guns.	Names	Commr	
32	*Diamond*	Capt. Chs Fielding	To Convoy the 2d Division of the Hessns to the Army with Genl. Howe.
32	*Lark*	Rd Smith	
32	*Ambuscade*	Jno Macartney	
20	*Unicorn*	Jno Ford	
32	*Amazon*	Maxm Jacobs	Do 2d Division of the Brunswickers to Quebeck.
24	*Garland*	Rd Pearson	

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1. PRO, Admiralty 2/552, 153.

Vergennes to M. Garnier[1]

[Extract] Versailles, 15 June 1776

There can be no better way of showing to the King of England our desire to perpetuate the good intelligence which exists than that of presenting to him the actions of subordinates which might disturb it. The English cruisers take certain liberties which might determine commitments against the wishes and will of the two Courts. I believe that it was not in a manner of reproach that Lord Suffolk mentioned to you the war ammunition which the Americans may have obtained from our islands, and that he does not wish to use it as an argument in order to justify the acts of carelessness on the part of their sailors who took it upon themselves to make incursions into our roads and under our guns. The English have encouraged illicit traffic as long as it was convenient for them, and they would like to stop it now that it has turned to their disadvantage; but greed will always be stronger than caution and human laws. We had a good example of this during the disorders in Corsica. The English merchants brought arms and war ammunition there with much publicity. We always understood that they were private and independent ventures, loathsome even to the Government. The King would be displeased to see his subjects taking the liberty to bring any form of offensive assistance to the Americans, and if they were caught by English ships in this illicit traffic they could expect no support nor help from us. However, I cannot help but note that Lord Suffolk, while mentioning their numerous cruises, gave us to understand that they also watched those of our ships which sail to and from our islands and carry arms and other war ammunition on board. But there is an essential difference which you will please to mark to the English Minister. I can conceive that vessels coming out of the Bahama strait on pretext of returning to Europe with rather large quantities of contraband may be presumed to deal in illicit traffic and be suspect enough to be stopped and subjected to the loss of their cargo, but I cannot understand on what grounds one could take the liberty to limit our direct trade with our islands, whatever the nature of the cargoes may be. What England considers as contraband in the present circumstances is quite legal from one French possession to another French possession, and I remain convinced that if this matter were taken to any English tribunal, its decision would be favorable to us, but we cannot rely upon the wisdom of the British Government and believe that it would raise such a delicate question. Furthermore, the sea is free and we do not stand opposed to the British if they seize the American ships, even those which would sail under our flag, and prevent them from reaching our ports and returning to theirs; but our territorial waters must remain a sacred shelter for them.

I find easier to believe the disasters which General Arnold is said to have suffered before Quebec and which forced him to raise the siege than the arrival of the ship *Isis* which is said to have anchored at this place on 19 April; there is no previous example to the effect that the St. Lawrence is navigable before the end even of the month of May.[2]

[1] AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

[2] Even though the April 19 date was in error, Vergennes was wrong in his surmise, as the *Isis* arrived early in May.

H. Katenkamp, British Consul at Corunna, to Lord Weymouth [1]

[Corunna] 15th June 1776.

Several masters of American vessels, in order to deceive His Majesty's ships of war, have of late made fictitious sales of their ships to British and Irish merchants established in this kingdom, and thereby continue their navigation with safety. An Irish merchant established at Ferrol acquainted me last week that he had made a purchase of the ship, the *King of Prussia,* of 300 tons burthen, belonging to Philadelphia,[2] and desired me to indorse the ship's Register to him, but suspecting the identity [*sic* authenticity] of the sale, I refused to do it, notwithstanding the offers that were made me, unless both the purchaser and captain would positively swear that no foreigner or inhabitant of the Colonies in rebellion held or retained any part, share or interest therein, with which they have not thought proper to comply.

[1] Letters and Extracts from the Correspondence of Lord Grantham In Spain, January 1776 to June 1779, Sparks Transcripts, No. 23, I, 9–10, HU. Hereafter cited as Sparks Transcripts, Lord Grantham, HU.

[2] The ship *King of Prussia,* W. Potts, master, entered Philadelphia just prior to October 18, 1775, *Pennsylvania Journal,* October 18, 1775, Inward Entries.

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17 June

"Extract of a Letter from Chatham, June 17."[1]

Jahleel Brenton, Esq; is appointed to the command of his Majesty's ship *Pembroke* of 60 guns, now fitting out at this port, to serve as a hulk in America.

Thursday last [June 13] a detachment of marines of this division, consisting of one corporal and 20 privates, embarked on board the *Hound* sloop at the Nore, commanded by John Walters, Esq; Lieutenant of the said marines, who is bound for America.

The same day a detachment of marines, consisting of one serjeant and 12 privates, embarked at the Nore, on board the *Daphne* of 20 guns, also bound for America.

1. *London Chronicle,* June 18 to June 20, 1776.

"Extract of a Letter from Portsmouth, June 17."[1]

Came into the harbour to dock and refit, the *Hunter* sloop of war, lately arrived from America. As the Light Horse arrive, they continue to ship them on board the transports for America.

1. *London Chronicle,* June 18 to June 20, 1776.

Orders to Captain de Monteil, *La Renommée*[1]

[Extract] Marly, 17 June 1776

His Majesty having decided that the Frigate *la Renommée* will cruise off the coast of St. Domingue, he issues these particular instructions to Captain de Monteil in order to acquaint him with the nature of his mission and the line of conduct he will maintain with respect to the command of his frigate, his Crew, the victuals and the salutes.

As soon as the said frigate is ready and the winds are favorable, M. de Monteil is to get under way and leave the road of Brest. . . .

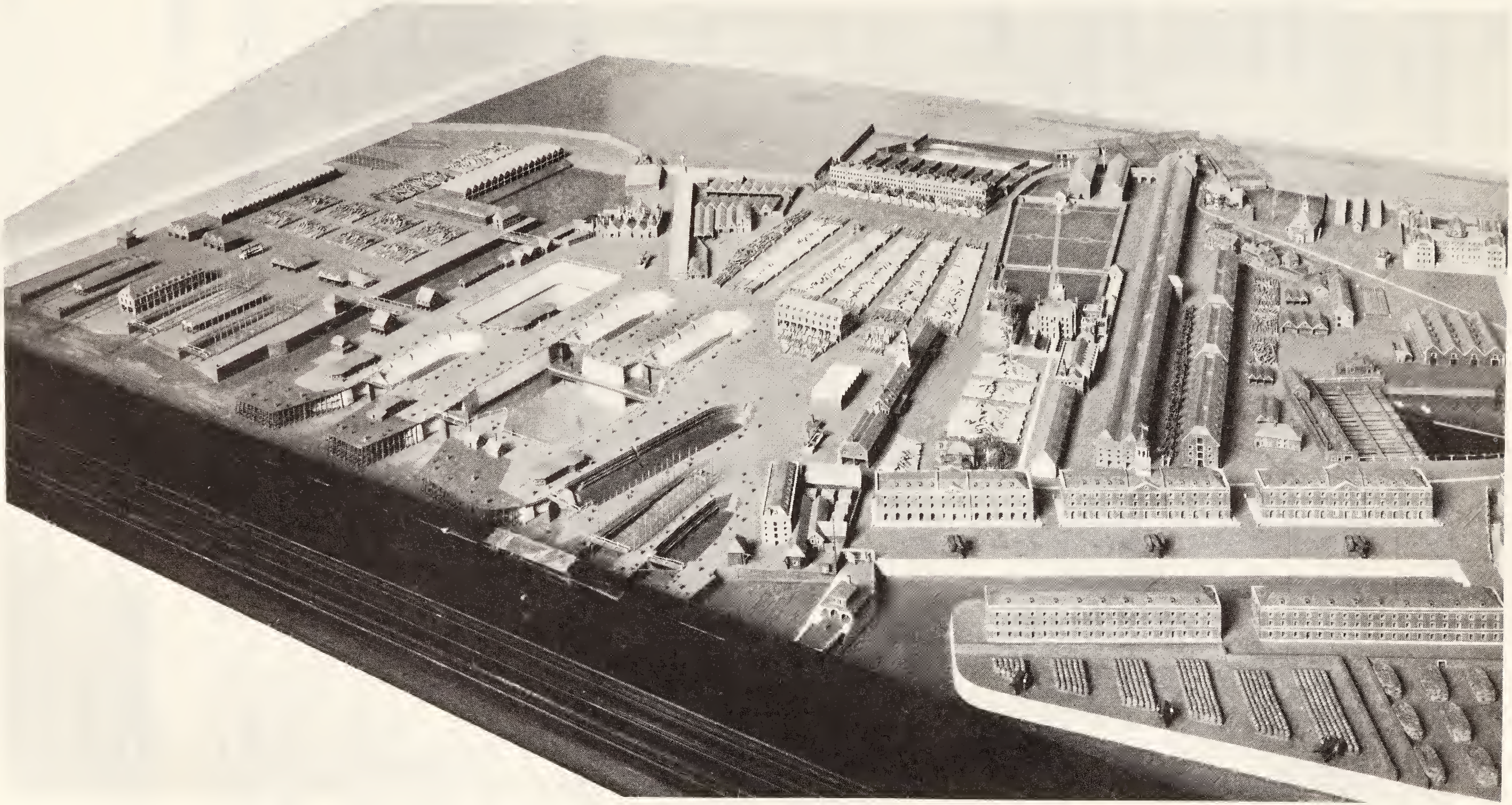
Upon his arrival at Port au Prince, he will communicate the present Instructions to the Commandant of the Colony and M. de Vaivren, Intendant, and he will comply with the orders contained in his particular Instructions relative to his operations and his cruise while he will be stationed in this Colony.

One of the main objects of M. de Monteil's mission during his cruise is to stop the trade which foreigners might try to carry in to St. Domingue. In this end, His Majesty orders him to remain constantly at sea and to put into ports and roads only when he will receive special orders in writing from the said Commandant a copy of which he will send to the Secretary of State in charge of the department of the Navy upon his return in order to establish the length of his calls as well as the extraordinary expenses which they may have caused. . . .

The campaign of the frigate *la Renommée* will last seven months as of the date of her departure from Brest. . . .

He will salute all the ships of the crowned heads flying our flag or some other mark senior to his. However, he will not salute English ships regardless of their flag and he will not request to be saluted by them; he will act likewise if he has to put into the places and dominions of the King of England.

1. AN, Marine, B^4, 128, 98–99, LC Photocopy.



Contemporary Model of Portsmouth Dockyard, 1774.

18 June

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL SIR JAMES DOUGLAS, PORTSMOUTH[1]

You are hereby required & directed to send to North America by the Ships mentioned on the otherside hereof, in the proportions against their Names express'd, One Hundred of the Landmen borne as supernumeraries on board the Guardships at Spithead, to serve on board such of the Ships under the command of Lord Howe, as his Lordship shall judge proper towards completing their respective Complements, taking care, that they are healthy able bodied Men, and causing Pay Lists to be made out for their Wages, from the days of their original Entrys, to the day of their removal into the said Ships, where they are to be borne as supernumeraries for Wages & Victuals, Til otherwise disposed of by the directions of Lord Howe. Given &c 18th. June 1776.

Sandwich Palmerston Lisburne

By &c P.S.

Ships	No of Landmen.
Diamond	20.
Ambuscade	20.
Lark	20.
Unicorn	10.
Amazon	20.
Garland	10.

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[1] PRO, Admiralty 2/101, 177–78.

WILLIAM KNOX, UNDER SECRETARY OF STATE, TO LORD DUNMORE[1]

My Lord, Whitehall 18th June 1776.

Lord George Germain being gone into the Country for a few days, it is my Duty to send Your Lordship the inclosed Copy of His Lordship's Letter of 22d May,[2] which will inform Your Lordship of the Loss of your Dispatches by the *Duke of Cumberland* Packet; and I have the honor to acquaint you, that this Packet is principally dispatched for the Purpose of affording Your Lordship, and His Majesty's other Servants in the Southern Colonies, an Opportunity of transmitting an Account of such Occurrences as you shall judge it of importance to communicate to Lord George Germain for His Majesty's Information. I have the honor to be &c.

W. Knox

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[1] PRO, Colonial Office, 5/1353.

[2] Germain's letter was dated May 21, not May 22, 1776.

19 June

DR. BARBEU DUBOURG TO VERGENNES[1]

Monseigneur Paris 19th June 1776

I have this morning seen M. de Gribauval,[2] who, interesting himself much in the fate of our friends in America, into whose secrets he has been initiated by the Count de St Germain, is very uneasy on their account because of the advance of the English by way of Canada. He fears lest they may be forced to bend beneath the yoke of the Mother Country if they are not promptly and efficiently succoured. Consequently, having meditated thereon, he thinks it would be very possible to transmit to them what they need the most urgently in order to make a stand against their enemies; and he is persuaded that I would experience little or no difficulty therein on the part of the Minister for War provided I found some source elsewhere to furnish the expenses of transport. There are in the Royal arsenals more than 300 or 400 pieces of cannon of No. 4 calibre, (the most necessary in their position) not at present in use for the service of the State, which could be sold to Spain to be forwarded to Havanna, and which any merchants would purchase at Havanna for the neighbouring Continent. It would only be a question of filing off the *fleurs de lys* or double *L's*. They would soon be replaced by new castings, and the merchants would send over for their discharge as soon as possible a sufficient, or more than sufficient, amount of produce of the new Continent, as for instance 4 or 5 millions of tobacco the sale of which is assured beforehand by my arrangements with the Farmers General. He wished then that I would make the application for them at once to the Count de St. Germain, not being able for his part to undertake more than to support it well. Not having the honour to be known to that gentleman I have no hope but in your goodness, Monseigneur, — if you would condescend to inform him of it in order that I might gain admission to present to him my humble petition upon this subject, we could find means to smooth away all difficulties; we should not want for officers for the service of this artillery; M. de Gribauval, already authorized to grant leave for this service, would choose them himself; and I do not believe M. Penet so destitute of means as not to furnish with ease all the unforeseen expenses. I shall write to him tomorrow. I have the honour to be with the most profound respect Monseigneur [&c.]

Barbeu Dubourg

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1. Stevens, ed., *Facsimiles*, No. 570.
2. Lieutenant General Jean-Baptiste Vaquette de Gribeauval, Director General of Artillery.

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20 June

"REMARKS ON THE STATE OF HIS MAJESTY'S FLEET"[1]

June 20*th* 1776.

We have now 29 Ships of the Line compleatly fitted as Guardships, which, with the aid of a Press, might be all at sea in a Fortnight.

There is one additional Guardship of 74 Guns ordered to be got ready to receive Men.

All our Frigates (that do not want considerable repair) including Ships of 50 Guns, and Two of 64, are in America, or appropriated for the American Service, so that we have nothing left for our Home Stations except 2 Frigates of 32 Guns, 8 Sloops, & 9 Cutters; These, together with 20 Tenders, will be disposed of to the best advantage for raising voluntier Seamen, and for beginning a Press whenever that Measure is found necessary; and for the same purpose we have Rendezvouz's with proper Officers in 20 of the Out Ports, besides a Regulating Captain & several Lieutenants under him in the Port of London.

Besides these Vessels stationd at home, there will seldom be less than 5 or 6 Frigates in England fitting out for America, or of those that from time to time will be coming home to refit

I suppose we have above 30,000 Men now employed, of which, about 15,000 on the American Service, 8,000 at home, and the rest on the several foreign Stations.

In case of a War 20 Ships of the Line may be depended upon as ready for Sea (if there is no difficulty about getting Men) within a Year from the time of their receiving Orders to fit out; but it must be observed that it will usually require a Month to prepare each Ship for receiving Men, and at least two Months more before she will be manned and ready for Sea.

What I would propose should be done, in case upon consideration it is judged that the French & Spanish Equipments deserve our immediate attention, is, first, to order one additional Guardship to be commissioned at each Port, which, if the *Asia* of 64 Guns returns from America this Year, will make 24 Line of Battle Ships ready for Sea.

I would give immediate Orders for 12 Line of Battle Ships more to be got in readiness to receive Men, which would put them in the State we suppose the Fleet at Brest now to be in, as far as the preparation of the Ships in the Dock Yards; for it is to be apprehended that they can raise Seamen to a certain number much faster than we can.

The Workmen in the Yards to be allowed to work double Tides

The Marines to be augmented from 90 to 100 private per Company.

To go on raising Voluntier Seamen.

To prepare measures for a Press with Secrecy that it may be carried suddenly & effectually into execution, in case the Answers & intelligence we receive from Foreign Courts are not satisfactory.

It must be observed that by these preparations we shall considerably exceed the Number of Seamen voted, and incur a large expence in fitting the Ships.[2]

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1. Fortescue, ed., *Correspondence of George III,* III, 378–80.
2. *Ibid.,* 380, this statement and proposals, apparently prepared at the Admiralty, were presented and acted upon at a Cabinet meeting the same day.

BRITISH INTELLIGENCE REGARDING FRENCH AND SPANISH NAVAL PREPARATIONS[1]

20th June 1776

By the Advices from Rotterdam and other Intelligence received, it appears

That the French have now at Sea a Squadron consisting of

1 Ship of 74 Guns
2 ------------- 64
6 Frigates
6 Sloops &
2 Cutters.

manned as in time of War

That orders are sent to Brest *de pourvoir a leur besoin,* or, to forward, so as that they may be ready to sail in 15 days after receiving the definitive Orders from Court,

1 Ship of 90 Guns
3 ------------- 80
7 ------------- 74
1 ------------- 70
7 ------------- 64
2 ------------- 50
11 Frigates from 32 to 26 Guns

That 2,000 Workmen of one sort or another are expected at Brest.

That 4000 Sailors are ordered for that Department, and are daily passing thither.

That Orders are also sent to Rochfort & Toulon to visit all the Ships & Frigates at those Ports, & to put such of them as are good, into a condition to be armed; to which end they work without intermission at the last mentioned Port, the number of Workmen *there* being also increased, particularly in Ropemakers & Coopers, and the Bakers kept fully employed.

It also appears that orders have been given for fitting out at Brest Rochfort & L'Orient for the East Indies

2 Ships of 64 Guns
1 ------------- 56 &
2 Frigates

and that one of the ships of 64 Guns & the two Frigates are actually sailed for the Isle of France with Troops, a great quantity of Bomb Shells, Shot, Powder & on board.

And it farther appears that Reinforcements have been sent this Year to their West India Islands, which, with the Troops that were already there, amount to about 7000 Men.

With respect to the Spanish Equipments it appears, about the latter end of April,

That they expected at Cadiz 10 Ships of the Line and 4 Frigates from Ferrol

That officers & Petty officers were to be sent from Cadiz to Ferrol towards manning those Ships and Frigates.

That on the 8th of May 2 Ships of the Line sailed from Cadiz with the Flota

That an Edict has been published for all the Registered Seamen to appear at the proper Office in three days under pain of death.

That on the 20th of May a Squadron sailed from Cadiz under the command of a Rear Admiral, consisting of

5 Ships of 70 Guns
2 Frigates of 26.
2 Sloops of 10
1 Xebeck of 30

the destination of which was kept secret,

That there remained in the Bay of Cadiz

2 Ships of 70 Guns
1 Frigate of 26.

That Orders are sent to Ferrol to hold all the Ships *there* in readiness to be armed, if there should be occasion for it, & that the Cadiz Squadron is to be increased to 15 Ships of the Line, besides Frigates.

It also appears they are preparing at Barcelona a number of Tents, a great Train of Artillery, Baggage Waggons & all sorts of Necessaries.

By these Intelligences it appears that France & Spain have, or will soon have a larger number of Ships in Commission in Europe than we have, and that they may have double the number unless we immediately take proper measures to keep pace with them in our Equipments.

[1] Fortescue, ed., *Correspondence of George III,* III, 380–82.

London Chronicle, TUESDAY, JUNE 18 TO THURSDAY, JUNE 20, 1776

London [June 20].

It was yesterday reported in the city, that Commodore Hopkins, with nine ships under his command, had landed in the island of Bermudas, and carried off all the valuable goods he could meet with whilst he staid, which was three days.[1]

[1] While this report was without foundation, it illustrates the uneasiness created in London by news of Hopkins' amphibious assault on New Providence. The *Public Advertiser,* July 29, 1776, carried another: "a British fleet was totally defeated by Admiral Hopkins upon the 23d of June, after a dreadful slaughter on both sides."

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21 June

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN MAXIMILIAN JACOBS, H. M. S. *Amazon,* SPITHEAD[1]

Mary and Ann
George and Molly

Whereas it is intended that the Transport Vessels mentioned in the Margin having on board 447 German Recruits and also a Detachment of His Majesty's British

Mediator
Favourite
James
British Queen

Troops consisting of Six Officers and Sixty Private destined for the several Regiments of Foot serving under the Command of General Carleton in Canada, shall proceed to Quebec in the River St Lawrence, under Convoy of the Ship you command: You are hereby required and directed to take them under your Convoy, and see them safe to Quebec when you proceed thither

And it being intended that the Transports having on board the Regiment and Artillery of the Prince of Waldeck which you were directed by our Orders of the 19th instant, to take under your Convoy shall proceed under Convoy of Captain [Charles] Fielding of His Majesty's Ship the *Diamond,* to join the Army under the command of General Howe, You are to leave them to proceed under the Convoy of Captain Fielding accordingly. Given &c the 21st June 1776.

J: Buller Lisburne H. Palliser
By &c P:S:

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1. PRO, Admiralty 2/101, 186.

ARTHUR LEE TO BEAUMARCHAIS[1]

No 4. London June 21st 1776

In Cyphers

The Army of England in America consists of forty thousand Men and their fleet of one hundred Ships, of which but two are of seventy four Guns. Their Officers both by Sea and Land, and Engineers are good; they are well supplied with Artillery and Stores. Consider then, Sir, how diffucult it will be for the Americans to resist such forces, "if they are not assisted by France with Officers, "Engineers and large Ships of War." You may send them out without the least risque. Ten French Ships of War dispatched secretly to the Cape or Martinico, and joined with the American Fleet might scour the American Coast, and destroy the whole English fleet, dispursed as it is at present, On which the land Army deprived of succour would be easily defeated. And by this shock the English Marine would be mortally wounded. Do you fear that this will kindle a War between the two Nations? But how will England be able to support a War without Fleets, without Colonies, without Seamen, and without resources? On the contrary, if you suffer America to fall again under the dominion of England, the latter will for ever be invincible.

Adieu

[Copy]

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[1] Henry Laurens Papers, Letters to Secret Committee, &c, 1776, SCHS. Again in this letter Lee used the cover name "Mary Johnstone" and addressed Beaumarchais as "Hortalez."

London Gazette, SATURDAY, JUNE 22 TO TUESDAY, JUNE 25, 1776

At the Court of St. James's, the 21st day of June, 1776:
Present, The King's Most Excellent Majesty in Council.

Whereas His Majesty was graciously pleased, by His Royal Proclamation, bearing Date the 22d Day of March last, to promise and declare, That the Bounties of Three Pounds for every Able Seaman, and of Two Pounds for every Ordinary Seaman fit for His Majesty's Service, should be paid, in the Manner thereby directed, to every such Able and Ordinary Seaman not above the Age of Fifty, nor under the Age of Eighteen Years, who should, on or before the Thirtieth Day of April then following, enter themselves to serve in His Majesty's Royal Navy either with the Captains or Lieutenants of His Majesty's Ships, or the Chief Officers on Board such Tenders as should be employed for raising Men for the Service of the Royal Navy: And whereas the Time thereby limited was, by Order in Council, prolonged and extended from the said Thirtieth Day of April to the Thirtieth Day of this Instant June. And it being judged expedient for His Majesty's Service that the said Bounties should be continued to be paid for some longer Time: His Majesty, with the Advice of His Privy Council, doth therefore Order, and it is hereby accordingly Ordered, that the Time limited for Payment of the said Bounties be prolonged and extended from the said Thirtieth Day of this Instant June, to the Thirty-first Day of August next inclusive: Whereof all Persons concerned are to take Notice, and govern themselves accordingly.

G. Chetwynd.

VERGENNES TO M. GARNIER[1]

[Extract] Marly, 21 June 1776

Already some time ago, Sir, I told you that the English Ministers form conjectures about what we do from what they themselves would do if they were in our place, and they are convinced that any form of assistance received by the Americans comes from France. I shall not deny that some help may come from France. Our merchants like to make money as well as those of other nations; and I am sure that the English merchants themselves do not fail to act likewise in spite of the much stricter prohibitions to which they must be subjected. Furthermore, there is no such thing as contraband on land, everything there is merchandise. Only at sea, and according to its destination, may a certain merchandise be called contraband. We do not protect those who carry it; we do not stand against the English if they seize them; we would not protect any French subject who would be caught in this illicit traffic, with the exception of course of their passage from France to our islands, or any port under the sovereignty of the King. I have made myself sufficiently clear with respect to all this in my last dispatch, Sir. Furthermore, if the English fear that the Americans obtain assistance from us by way of trade, our market is open to them as well as the others. Whoever can pay the most can be assured of the preference.

I have seen the resolution passed by Congress on the 6th of April last to open the ports of the thirteen united Colonies to the vessels and merchandise from all nations, with the exception of the English and tea. I do not believe that there will be many people interested in this venture: the risks outweigh any possible advantages since it is most probable that the English who have not yet recognized the independence of America would seize indiscriminately any vessel entering or leaving American ports on pretext of illicit trade. Something else seems to require more attention: it is the order issued by Congress to its ship-owners to chase indiscriminately all English vessels in all parts of the world. The desire to make captures more easily may attract Privateers in the European seas where the English are less on their guard and it will be rather embarassing to decide what to do if they want to send their prizes to our ports for security. With respect to all civilised nations, the Americans to this day are only in a state of open rebellion against their legitimate master. This does not keep them from finding shelter in our ports for themselves, their ships and their goods; we continue to consider them as English subjects and we let them enjoy all the rights attached to this quality; but in what light shall we look upon the prizes they will most certainly capture if these are claimed? Since it is most likely that this probable contingency has already been the object of reflections on the part of the English, you will please to inform me of any sensible or reasonable comments you may hear on this subject. . .

M. de St. Paul is worrying again; he sees fleets being armed in our ports as well as everything which his imagination, exalted by nature, may suggest to him. Nothing of the kind is taking place, we wish to be ready for any eventuality and our caution has no other purpose but that to assure our safety in all possible events.

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

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22 June

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN CHARLES FIELDING, H. M. S. *Diamond*, SPITHEAD[1]

Minerva
Neptune
Matty
Jane & Isabella
Elliot

Whereas Lord George Germain, one of His Majesty's Principal Secretaries of State, hath, by his Letter of Yesterday's date, signified His Majesty's Pleasure that the Transport Vessels having on board the 2d Division of the Hessian Troops, the Regiment and Artillery of the Prince of Waldeck, the 16th Regiment of Light Dragoons, the Remount Horses for the 17th Regiment of Light Dragoons, and the Draught Horses for the Baggage and Artillery of the Army, as also the Transports named in the Margin having on board 402 German

Recruits and two Officers, should proceed under proper Convoy to join the Army under the command of General Howe, with all possible dispatch; and whereas we intend that His Majesty's Ship under your Command together with the *Lark, Ambuscade,* and *Unicorn* (whose Commanders are directed to follow your Orders) shall proceed with the said Transport Vessels to the place of their destination: You are hereby required and directed to take His Majesty's said Ships under your Command together with the several Transports abovementioned (Lists of which you will receive from their respective agents who are likewise directed to follow your Orders) and, so soon as they are assembled at Spithead and ready to sail, You are to put to Sea with the first opportunity of Wind and Weather and proceed according to the secret Instructions which you will find contained in the inclosed sealed Pacquet.

John
Chambri
Susannah

And it being intended that the Transport Vessels named in the Margin, which are to receive on board at Chatham and Dover British Recruits for the army under General Howe, shall also proceed under your Convoy, in case they arrive at Spithead before you are ready to sail, You are accordingly to take those Transport Vessels under your Convoy in case they arrive in time, but not to wait for them after the other Vessels are ready.

Triton
Generous Friend
Tuscany Frigate
John
Nancy
Sally
Wolf

You are likewise to take under your Convoy the Victualling Ships named in the Margin which are now at Spithead an[d] any others that may arrive before you sail, as also any Storeships or Victuallers belonging to the Navy, Ordnance, or Treasury Departments, that are to join the Fleet under the command of Lord Howe or the Army under the command of General Howe, and also other Vessels bound to North America that may be ready and willing to accompany you; transmitting to us, before you sail a List of the names of all the Ships and Vessels under your Convoy with the names of the Masters, and the number of Troops or the nature of the Lading, they have on board.

And we having given directions for the *Jane* Transport laden with Waggons and Stores for the use of the Army under General Howe, to proceed from Plymouth to join you at Spithead You are to take her also under your Convoy in case she arrives in time or

you should meet with her in your way down Channel.
Given &c the 22d June 1776.

Palmerston Lisburne H. Palliser

By &c G:J:

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1. PRO, Admiralty 2/101, 188–90.

Philip Stephens to Captain Charles Douglas, R. N.[1]

Sr

22 June 1776.

I recd on the 10th Inst by Capt Hamilton your Letters of the 8th & 15th of last Month; the former giving an Account of your arrival at Quebeck on the 6th in the *Isis,* together with the *Surprize* & *Martin* Sloop, after having forced with the utmost difficulty a passage through large fields of Ice, & of the happy consequences which attended it; the latter acquainting their Lordships with the arrival of the *Triton* & *Niger* with several Transports & Victuallers & of your proceedings since the raising the Seige of Quebeck; And having laid your said Letters before my Lords Commrs of the Admty, I have it in command from them to acquaint you, that they cannot too much approve of the indefatigable zeal & the diligence with which you & the rest of the Captains of His Majts Ships & Vessels pursued & effected so difficult a passage with such Credit to yourselves & advantage to your King & Country. This you will take care to make known to them.

Their Lordships have the highest satisfaction in the Accots they have received of the meritorious Service of the Navy Battalion formed by Capt Hamilton, and intending to appoint him to the command of a Ship at home, have signed a Commission for Capt Mackenzie to be Capt of the *Lizard,* as also one for Lieut Boyle of the *Isis,* who brought the *Hunter* to England, to be Commander of her in the room of Captain Mackenzie. Their Lordships have likewise signed Commissions for Lieuts. McEvoy and Berkeley to be 1st & 2d Lts of the *Isis,* and Mr Butler, late master, to be 3d Lieut of her; And my Lords intending also to provide for Mr [William] Fooks 1st Lt & Mr John Thompson Master's Mate, of the *Lizard,* at home; I am to signify their Lordships direction to you to send them to England by the first opportunity, and to acquaint you, that they have signed Commissions for Lts Macclellan to succeed Mr Fooks & for Mr Starke, who had been ordered by Capt Hamilton to act as Lieut of the *Lizard,* to be 2d Lieut of her in the room of Lieut Macclellan, all which Commissions, except Capt Boyles, will be sent to you by this conveyance, to be delivered to the Persons for whom they are respectively designed.

My Lords understanding, by your last Letter, that Genl Carlton is desirous that Mr Starke should command, as Lieut, the Schooner which has been taken from the Rebels, I am to acquaint you that they have authorized Vice Adml Lord Howe, Commr in Chief of His Majts Ships & Vessels in No America, to purchase the said Schooner for His Majesty, and have recommended it to his Lordship to appoint Lieut Starke to command her, and fill up the vacancy which will thereby be made in the *Lizard.*[2]

Their Lordships have promoted Lieut Nunn to the command of the *Beaver* Sloop & intend to send her out to him, with which they have acquainted Lord Howe, that he may appoint a Lieut to command the *Magdalen* Schor in his room.

Their Lordships have also promoted 2d Lieuts Brown & Strickland of the Marines, serving on board the *Lizard,* to 1st Lieutenantcies, which you will please to signify to them.

And, in consequence of what has been represented to the Earl of Sandwich by Genl Carlton, and by yourself in your last mentioned Letter, their Lordships will lay before His Majesty the Case of the several Officers of the Navy Battalion with respect to the Allowance of Pay they crave while they served on Shore.

I have nothing further in command from their Lordships but to acquaint you, that they cannot approve of your hoisting a broad pendant, much less of your appointing a Captain to serve under you in the *Isis,* and that if you have done so, it is their direction that you do immediately recall the Appointments you may have made upon that occasion. I am &c

P. S.

Capt Douglas of His Majts Ship *Isis,*
& Senr Capt of His Majts Ships at Quebeck.

(By the *Amazon.)*

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1. PRO, Admiralty 2/552,202–05.
2. *Ibid.,* 200–01.

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23 June (Sunday)

Philip Stephens to Vice Admiral Richard Lord Howe[1]

My Lord 23d June 1776

I have now the honor to acquaint your Lordship by direction of my Lords Commrs of the Admty that His Majts Ship the *Repulse* sail'd from Spithead on the 26th of last Month having under Convoy the Transports Storeships and Victuallers whose Names are in the List you will please to receive in this

Triton
Generous Friend
Tuscanny Frigate
John
Nancy

The *Diamond* with the *Lark Ambuscade* & *Unicorn* have orders to proceed & take under Convoy the Transports which carry the 2d Division of Hessian Troops The Regt & Artillery of the Prince of Waldeck; the 16th Regt of Light Dragoons; the Remount Horse for the 17th; And the Draught Horses for the Baggage & Artillery of the army serving with Genl Howe; as also the Transports having 402 German Recruits on board. They take under Convoy likewise the Seven Vic-

Sally
Wolf.

tuallers named in the Margin loaded with Provisions for the use of the Fleet, and the whole will sail from Spithead as soon as the Wind permits: Three other Victuallers are daily expected. Vizt *Northam, Edward* & *Adventure,* And if they arrive in time will proceed with the same Convoy, as will three more Transports Vizt. *John, Chambre, Susannah* havg British Recruits on board for Genl Howe's Army, but this being uncertain the Convoy is ordered not to wait for them

My Lord having been informed by the Lord of the Treasury that there are a number of Victuallers at Cork laden with Provisions & Stores for the use of the aforementioned army they have directed Capt Jordan of the *Galatea* to repair thither, & taking them under Convoy proceed on the 1st of July to Halifax, where he is to leave the said Victuallers or proceed with them to such Port or place as he shall learn by directions, which it is expected he will find the Army is removed to.

Besides the Supplies in the Army Victuallers abovementioned my Lords have understood it is intended that the like shall be repeated at the expiration of every following 14 Days, or as near to that period as the same can be done; which it is thought fit I should intimate to your Lordship as you may expect Convoys will from time to time be appointed to see the Ships which carry such supplies safe to the place of destination.

The Second Division of the Brunswick Troops & the Hannan Artillery with a party of 447 German Recruits & a detachment of British Troops consisting of Six Officers & Sixty Private intended to join the Army serving in Canada being embarked, my Lords have ordered Capt Jacobs of the *Amazon* with the *Garland* to take the Transports which have the said Troops on board under Convoy to see them in safety to Quebec, with all such Storeships & Victuallers belonging to the Navy, victualling or the Ordnance Departments as may be destined to Canada.

Having now acquainted your Lordship with the Convoys which have sail'd, or that are ready to sail, since your departure from England I have only to add on this Subject that as soon as the said Services are performed the Captains of the several Ships aforementioned are ordered to join the Squadron under your command & follow your Orders for their further proceedings.

Their Lordships have thought fit to order His Majts Ships the *Pembroke* & *Boulogne* to be fitted to proceed to Halifax, where the former is to serve as a Sheer Hulk & the latter lay in the Harbour to be employ'd on such Services as she may be applicable to: And to be established whilst they serve as such with the Officers & Men as follows

	Pembroke.	*Boulogne*
1	Boatswain & Servant	Do
1	Carpenter & Do	Do
40	Seamen	10
44		14
Guns 20 upper Deckers		Guns as opposite

And in order to assist in Navigating the said Ships there will be employed in them respectively the additional Officers & Men as under.

	Pembroke		*Boulogne*
1	Lieut & Servant	1	Lieut & Servant
1	Clerk to Do	1	Clerk to Do
1	Master & Servant	1	Master & Servant
4	Petty Officers	4	Petty Officers
1	Surgeon & Servant	1	Surgeons Mate
1	Clerk & Servant	1	Cook & Servant
103	Seamen	54	Seamen
116		66	

With respect to the additional Officers it is their Lordships directions that you send them to England by the first opportunity that may offer: But as to the Petty Officers & Seamen they leave it to your Lordship to dispose of them amongst the Ships under your command in such way as your Lordship shall find necessary with the others whom I shall have occasion to mention in a subsequent part of this Letter.

Their Lordships with a view to benefit the public all they can by the Service of these new Ships have directed the Navy Board to provide & send in them as many large Masts & other Stores as they can take in; And knowing from the representations before them of the State of Stores at Halifax, the very great advantage it must be to have the Magazines there replenished as largely, and in as short time as is possible, they have further directed them to take up two Storeships of about 300 Tons each & load them with the utmost expedition with every assortment proper for the use of a Fleet, & which they hope may be in readiness to sail by the middle of August next.

By means of these; and the Supplies which are likewise ordered to be sent to Antigua & Jamaica for the refitting such Ships & Vessels as you may send to those places for that purpose, their Lordships hope the Service so far as respects the supplying the Fleet with Stores, will be effectually answered & the Ships thereby kept in continued employ

Vice Adml Shuldham representing in his last Letters, as Vice Adml Graves had done before, the want of ordnance Stores for supplying the Fleet at Halifax & the same was signified to the Master Genl of the Ordnance, & having received an Answer thereto I sent your Lordship a Copy thereof for your information on this Subject, desiring at the same time to refer you to a Letter to Mr Shuldham of the 27th March Copy of which was given to your Lordship, by which you will observe that every thing in their Lordships power respecting the Ordnance Articles has been duly attended to

Mr Shuldham having also taken Notice in his Letters that some of the Ships are short in their Complements of Marines; Their Lordships command me to acquaint you that it is their intention to send out Marines to compleat the respective Ships Complements so soon as the numbers at Quarters will enable them to do so.

Their Lordships upon reviewing the Complements of such of the Schooners, & other small Vessels, which at present bear 30 Men only; reflecting also upon the Services to be expected from those Vessels, think it may be of advantage to have their Complements encreased to Forty Men each, they therefore, if your Lordship shall coincide in opinion with them herein, command me to authorize you to increase their Complements accordingly.

Lord Geo Germaine having transmitted to my Lords the extract of a Letter his Lordship has written to Genl Carleton & to Genl Howe respecting the return to England of such Transports as can be spared from the Services of the Armies under their respective commands, I send you by their directions a Copy of the said Extract & am to recommend it to your Lordship to do every thing in your power toward carrying Lord George's directions into execution: and for your further information your Lordship will receive also a Copy of my Letter on this Subject to the Senior Officer in the River St Laurence with a Copy of the Order therein referr'd to their Lordships wishing in a matter so very important as this is, that you may see the same in its fullest light. What more I have to observe is their Lordships desire that in sending home such of the British Transports as can be spared your Lordship do give preference to those which have been longest abroad and are most in want of refitting.

Mr Shuldham has very strongly stated to their Lordships the distress that may attend his Majestys Ships Stationed in No America, from the impossibility of procuring Men to keep up their respective Complements: but they hope from the great number of American Ships lately taken on that Coast, his apprehensions on that head have been obviated, as by Virtue of the prohibitory Act a power is given for putting the Crews of Prizes on board His Majestys Ships where they are to be considered as much in the Service of His Majesty as if they had enter'd into it voluntarily: Which their Lordships doubt not you will observe, & comply with, as far as necessary to compleat the Complements of Ships which may be deficient – Nor can they doubt in your Lordship's doing this but you will Order a preference to be given to those Men who are Natives of Great Britain or Ireland should the number that may be taken be more than enough to compleat the Complements of the Kings Ships as aforementioned, it may be proper to send the overplus to England, as opportunities offer of Ships returning, in lieu of the Marines, which may be left to do Duty with the Battalion on Shore; But if in the event the number of Men taken in Prizes shall be more than can be disposed of in the modes above provided for, and by their increase they should become inconvenient, My Lords Command me to say, that under such a circumstance they see no impropriety in your ordering such Men to be set on Shore in any part of America Your Lordship shall approve of

However their Lordships not chusing to trust too far to those Supplies which may arise from Men procured from prizes have besides the Men put on board to assist in Navigating the *Pembroke* & *Boulogne* ordered one Hundred Landsmen to be sent out in the numbers, and on board the Ships mentioned in the Margin to be disposed of in the Ships Your Lordship may think fit,

Diamond 20

Ambuscade 20
Lark 20
Amazon 20
Unicorn 10
Garland 10

and by which their Lordships hope the Ships will be completed with such Men as may be confided in.—

The *Glasgow* which was sent to England to repair the damages she received in Action with five Rebell Cruizers, being arrived at Plymouth, And the *Hunter* which came with Dispatches from Quebec being arrived at Portsmouth, My Lords have order'd them to be immediately Refitted & so soon as the same is done they will be returned to serve as part of the Fleet under your Lordships command &c P S

Vice Adml Lord Howe in North America
Sent to Sr James Douglas, 23 June at Nine oClock P M
By Butler the Messenger, to go by the *Diamond*
Duplicates sent 25th June by the *Galatea*

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1. PRO, Admiralty 2/552, 205–12.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM[1]

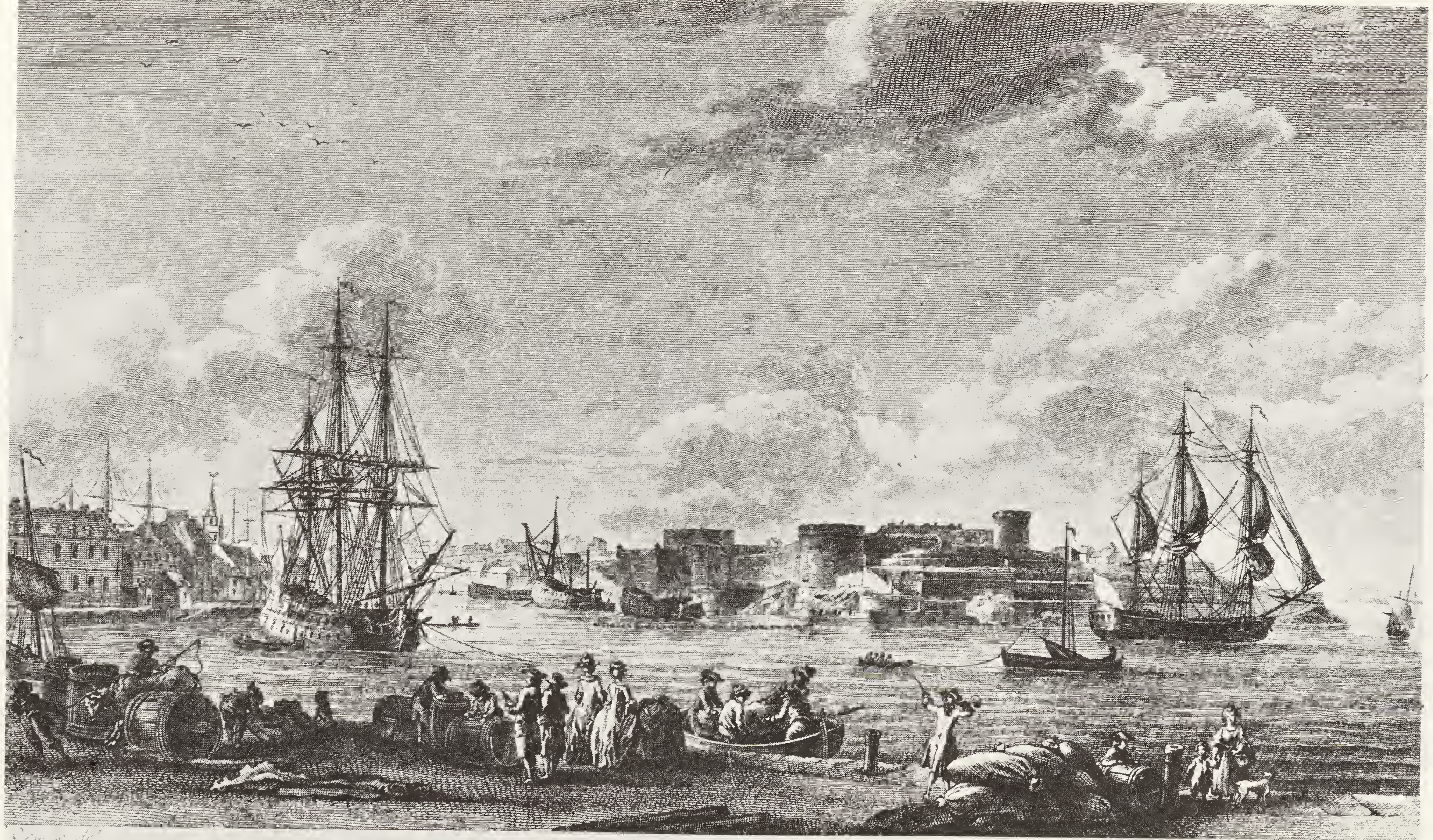
Sir 23d June 1776

Since my Letter to you of the 3d of last Month I have received your several Letters of the dates mentioned in the Margin[2] together with all the Inclosures therein referr'd to, Which I did not fail to communicate to my Lords Commrs of the Admty as they came to hand: And in return to the accounts you give of the proceedings of His Majts Fleet under your Command their Lordships are pleased to direct me to acquaint you that they very well approve thereof: And that so far as the Intelligence or other matters contained in your Letters were necessary for the Kings information, the same were transmitted to Ld Geo. Germaine, to be laid before His Majesty for that purpose:

I have only further to acquaint you that upon your representation of the necessity of Lt Ramsay of the *Orpheus* returning to England, on account of his Health, And of one of the Lieutenants of the *Roebuck* having been taken prisoner by the Rebells their Lordships have granted Commissions to Mr Barton & Mr Drake (whom you had order'd to act) appointing them Lieuts in their room and that the said Commissions are sent to Vice Adml Lord Howe in order to their being delivered with one to Mr Mason appointing him to command the *Tamar* in the room of Capt Thornborough, whose Infirmities render him incapable of Duty, & another Commission to Mr Lutton for 3d Lt of the *Experiment* in consequence of Mr Riddal's removal from that Ship into the *Chatham* &c

PS

Vice Adml Shuldham in North America, By the *Diamond* & under Cover to Lord Howe



Y. le Gouaz ſcu

LE PORT DE BREST
Vu du Magazin des vivres en face de la Chaîne.

Duplicate sent 25 June under Cover to Lord Howe by the *Galatea*

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1. PRO, Admiralty 2/552, 213.
2. Notation in margin regarding Shuldham letters:

One of the	27th	March	One	27	Do [April]
Three	16	April	One	30	April
One	18	Do	One	3	May
One	19	Do	Two	10	Do
Three	24	Do	Two	12	Do
Two	25	Do			

Silas Deane to Robert Morris[1]

(Duplicate) Bordeaux June 23d 1776

Dear Sir, I wrote you a long letter from 6th to this Day, which DD Capt [Thomas] Palmer of Portsmouth & fearing Accidents recapitulate the Heads in this (Via New York). I arrived the 6th & sent forward your lettrs and the Bills for Acceptance. Messrs Ds [2] have done everything in their power to assist Me & have added the utmost personal kindness & hospitality. I could wish No American Vessels were sent to any other address in this port as theirs is a Capital House & may be relied on for secrecy & Dispatch – have critically attended to such Occurrences as might point out the disposition of this kingdom & am of Opinion it is much in Our Favor—Large Fleets are fitting out at Brest and Toulon—Ammunition & other Stores are buying up by Order of Court, & Spain is arming Ostensibly against Portugal – the Crop of Grain will be short in this Kingdom of Wheat one third, of Rye one half the usual supply, this may be relied on, – Salt Provisions are scarce & Dear—Beef 56s/ Stg p Barrl see prices Currt enclosed have written into Spain, Portugal, & England to find if they are in the same situation, & as I wrote immediately on my Arrival expect an Answer in a few Days, Messrs Ds have wrote on the same subject – I set out for Paris Tomorrow having obtaind Lettrs to Persons of Note there, particularly to Monsr Clugny, Compt[rolle]r of Finances, Monsr Vergennes, Ministre des Affaires Etrangeres & some others, also to the Farmers General on the subject of Tobacco from their Agent here, & a Memorial from some i[n] this City on the subject of American Commerce, which indeed is in part Already granted, it having been sent forward a few Days after my Arrival. – My Letters are from persons of influence & Note here. —my immediate address will be to Messr Germany Gerardot & Co Bankers in Paris on whom have Lettrs of Credit from hence – I have had all the success I could have wishd for in this City, & have formed a Connection, (which may greatly promote my further Views, by shewing them how deeply they were Interested in obtaining the Chief Share of the American Commerce – the Ministers were Changed the Week I arrived Count Maurepas is at the Head; Mons Clugny late intendt of this City & province is Comptroller of Finances, a Circumstance which has greatly helped my obtaining Lettrs of Introduction—the Gentlemen who have Assisted Me are of Note and stand well with the Ministry but I may not mention them in my Lettrs. I leave the

Sloop I came in, here for the present for I expect to meet Doctr [Edward] Bancroft at Paris & may send my first Dispatches from thence in her – None of the articles of the Contract are to be purchased in this part of France on any reasonable Terms & but few at any rate I have wrote to all the Ports where remittances were expected, for tho I can obtain a Credit, the last Necessity only will induce Me to Use it, whilst remittg is so hazardous —But I am hourly in hopes of receiving something from you – I can add Nothing Material in this [illegible] – My respectful Compliments to the Gentlemen of the Congress, to the Worthy Prest & the Committ[ee] with which I am more immediately connected in particular – I am with respects to Mrs Morris Dear sir [&c.]

S. Deane

P.S. As my Lettrs will often refer to Matters concerning the Ind[ia]n Contract in [par]ticular, as well as to those of a General Nature, it will be at Times much easier for Me to direct my Lettrs & write them address'd individually to You, as in the present Case, than to write in the plural Stile of Address—

To Robert Morris Esqr to be Communicated to the Honl the Committee for Secret Correspondence.

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1. Papers of Robert Morris, Accession 1805, LC.
2. Samuel & John Hans Delap, Bordeaux merchants.

24 June

LORD SANDWICH TO GEORGE III[1]

Sheperton *June 24th half an hour past seven* A.M.

Lord Sandwich has the pleasure to forward to your Majesty the dispatches & private letters which are just brought to him by Lieutenant Fooks of the *Lizard.*

Mr Fooks is with the Messenger that is charged with these dispatches, in case your Majesty should chuse to ask him any question.

Mr Fooks met the *Carysfort* & *Pearl* with the Troops from Ireland about 7 Leagues below Quebec on the night of the 26th of May, & says that General Burgoyne was arrived & gone up to Quebec in a Frigate, the Troops of his embarkation were at anchor off the Isle of Coudres when Mr Fooks passed by on the 28th.

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1. Fortescue, ed., *Correspondence of George III,* III, 387.

LORDS COMMISSIONERS, ADMIRALTY, TO COMMISSIONERS FOR VICTUALING[1]

Whereas, upon receiving information from Vice Adml Sr James Douglas, Commander in Chief of His Majts Ships at Portsmouth, that a Fever, supposed to be infectious, had got into His Majesty's Ship the *Lark,* We have, in order to stop the progress of so fatal a distemper, ordered that every Sickly Man on board the *Lark* should forthwith be sent to the Hospital, and that the Ship should be fumigated with Tobacco & washed with Vinegar; You are hereby required & Directed, to cause the said Ship to be supplied with the quantity of Vinegar that may be wanted for the above purpose, and to pay the Purser for the Tobacco that may be consumed, upon his producing proper Vouchers & Certificates of the expenditure thereof. Given &c 24th June 1776.

Palmerston Lisburne H Palliser

By &c P.S.

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1. PRO, Admiralty 2/101, 192–93.

Lords Commissioners, Admiralty, to Captain James Cook, H. M. Sloop *Resolution*, Plymouth[1]

Whereas we have engaged Mr John Webber Draughtsman and Landship Painter to proceed in His Majesty's Sloop under your command on her present intended Voyage in order to make Drawings and paintings of such places in the Countries you may touch at in the course of the said Voyage, as may be proper to give a more perfect Idea thereof than can be formed from written descriptions only, You are hereby required and directed to receive the said Mr John Webber on board, giving him all proper assistance, victualling him as the Sloop's Company, and taking care that he does diligently employ himself in making drawings or paintings of such places as you may touch at, that may be worthy of notice, in the course of your Voyage, as also of such other Objects & Things, as may fall within the Compass of his abilities. Given &c. the 24th June 1776.

Sandwich C. Spencer H. Palliser

By &c P.S.

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1. PRO, Admiralty 2/101, 200.

William Knox to Philip Stephens[1]

Sir, Whitehall 24th June 1776.

I am directed by Lord George Germain to desire you will move the Lords Commissrs of the Admty, to give the necessary Orders that the following Persons may be permitted to take their Passage to New York onboard the *Springfield* Transport now at Portsmouth, or any other Ship in the Service of Government bound for that Place which can with Convenience receive them Henry White Esqr, a Member of His Majesty's Council for New York Samuel Cornell Esqr a Member of His Majestys Council for North Carolina Mr John Stephenson of Mr White's Family Malcolm Mc Isaac Steward to Govr Tryon. I am &c

Will^{m} Knox

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1. PRO, Colonial Office, 5/124, 95.

M. Garnier to Vergennes[1]

[Extract]

My lord, London, 24 June 1776

When we consider the forces of a Nation we ordinarily distinguish her own from those she derives from her alliances. The combination of these means is the measure of her power and determines to what degree she may impress rival nations. I doubt that, if England considers us under both these views, she will find the balance to tip in her favor. But I shall leave these speculations to her competence. I shall limit myself to look for her interest, her views, her means, her undertakings. Today I propose, My lord, to call to your attention the condition of her forces.

When considering the political situation of England, we find this Power to be without system, without liaison, without purpose, and almost without any influence on the Continent, with the exception of Portugal whose alliance, useful to her trade in time of peace, would be a burden in time of war. We see her fighting the difficulty of governing far away possessions with eccentric agitation, while the different parts of her empire act upon one another in order to destroy one another.

If, from there, we look over her means, we find from the progress of the present war that everything points to the insufficient resources of England in men and money in order to sustain a prolonged war at sea. The extraordinary inducements for the levy of sailors, the permission to use foreigners on merchant ships, the quality of military crews where real sailors are in proportion of less than 1 to 3 do not indicate a superabundance of means in this area. On shore, the difficulty of finding recruits due to a shortage of men which was openly confessed in Parliament by the Secretary of War, compels this Power to import foreign troops at great expense; the impossibility to face such an expensive undertaking even by using all her revenue places her in such a position that she must increase taxes and issue new Government bonds. Such behavior should surprise rather than alarm the rival powers of England, especially when we observe that her use of the resources which she exhausts, or the charges which she multiplies can only bring about the ruin of the country from which this country pretends to draw the bulk of her commerce by open force.

Following this survey, there remains for us to consider more especially the present state of her forces at sea as well as on land. This is the subject of the tables No 1 and No 2.[2] The first one will interest you more since England is detached from the Continent not only by her policy but also by her geographic situation and can be considered only as a maritime Power divided over several parts of the world and of which the real center is the Sea itself.

You will undoubtedly observe, My lord, that the ships in activity and those ready to be activated at the first order constitute the essential part of the Navy. If to these two columns consisting of 67 Ships of the line mounting from 100 to 50 guns inclusively, 62 Frigates mounting from 44 to 20 guns inclusively and 55 ships mounting less than 20 guns, we add the ships requiring average repairs, consisting of 25 Ships of the line, 5 Frigates and one Sloop, we see that the foundation of the English Navy consists of 92 Ships of the line, 67 Frigates and 56 ships of less importance, or a total of 215 sails. Since these are the real forces that we would have to fight, should we be at war, it seems to me that we should make our plans on the basis of this foundation upon which we must properly fix our attention.

It is not enough to ascertain that it exists. We must also examine the works upon which it rests. The cruises strain the Ships. Thus, upon their return from their station, they are successively classified among the ships in need of more or less considerable repair. Each year, the weather causes damages and wear to those that remain in the Ports. Already several of the guardships are reputedly no longer in condition to undertake a hard cruise, and within a year or two, a number of those which are presently considered to be in excellent condition will be counted among the damaged ships in want of repair.

All the ships being built or repaired are therefore destined to replace rather than increase the number quoted above, and we must look upon this column as the feeding branch of the Navy. The ports have a three year supply of timber at the rate of 22 thousand tons per year. They must be constantly maintained on the same footing. Thus, My lord, these are sufficient means for the continuous upkeep of the foundation upon which we must direct our speculations.

We have placed the next column in the real foundation of the Navy, although the ships there included are not really in condition to put to sea. These are the sick who, in case of need, would soon be able to join the Army.

As for the Vessels that require major repair and consist of 14 Ships and seven frigates, they get weather-beaten a little more every day. We will see more of these go down among the condemned ships rather than come back into the column of ships in repair where they have to return before being reinstated among the sound ships. The last column contains only nominal forces and I will not mention them here. They are counted in the alphabetical list attached to the table. This list is composed of 141 Ships of the line, 88 frigates, 67 Vessels of lesser importance, for a total of 296 sails. I must warn you, My lord, that I placed in America by anticipation a few frigates and sloops which have not yet left for their destination. Furthermore, the list indicates the domestic distribution of the guardships and ships not in commission in the Ports and which, for this reason, I have omitted in the table.

The conclusion that we may draw from this table can be divided into two main points:

1. The number of Vessels of which the real forces of the English Navy are composed amounts to 92 Ships of the line, 67 frigates and 56 vessels of lesser importance, for a total of 215 sails.

2. Of this number those actually in activity consist of 35 Ships of the line, 61 frigates and 55 Vessels of lesser importance, for a total of 151 sails of which 89 are employed in North America.

By having the condition of each ship in different ports examined by expert people, I have avoided errors and I was able to classify each ship according to her worth. This examination brought us to find out that among the ships that are not employed, only 32 and one frigate could be readied at the first order, and 25 ships and six frigates would require repairs of 6 to 8 months.

If we distribute these forces by dividing them into squadrons of the required strength in time of war in the Mediterranean, Africa, the East and the West Indies, Europe, everywhere finally where England has possessions to defend, we find that they present an imposing display when gathered under a single point of view, but when they are spread over the immensity of the globe, they become hardly adequate to fulfill so many purposes, and England, by remaining on the defensive, would present many a weak point to her enemies. I am convinced that the English Ministers repeat this to themselves once in a while, and I believe that they are more occupied with preserving what they have than with planning new conquests. However, if we have every ground to remain at ease with respect to the considered designs of England, since we must suppose them to conform to the interest, the faculties, as well as the dispositions of a Nation and a Government which are inclined toward peace, we have everything to fear from sudden events which opportunity, chance, or the carelessness even of individuals may bring about, when we look at the advantage they would derive at the beginning of a war from their 150 vessels in activity. Three fourths of these ships being composed of frigates or sloops are most apt to privateer and consequently to make a clean sweep of our fishing and trade at a time when both of these would be defenseless.

Besides this advantage which the English, in their bad faith, will draw from the ships they have constantly cruising on all the seas, this system offers them a more honorable one in the number of officers that it forms for a profession requiring more practice than theory. Indeed, we cannot conceal from ourselves that the great superiority of the English Navy consists especially in the confidence and the emulation which reigns in it, spirit founded on the success and the experience of its officers who are accustomed to master their element. This is what would give them especially the means to wage an offensive war, the only type of war that befits a nation that can be lead only by victories and that would be without strength and credit in the course of a slow war barren of glorious ventures.

However, if these considerations, joined to our past experience, arouse our vigilance more and more and lead us to be more cautious than ever, we will be able to avoid in the next war as fatal a beginning as that of the preceding war. Once we are out of this awkward situation, everything leads us to assume that, regardless of the development of the war so to speak, it will end only with the complete downfall of England.

You will observe, My lord, that this conjecture rests mostly on the political situation of England and the contradiction that exists between her financial means and the extreme measures which she must take in order to activate her forces. This year Parliament voted for only 28 thousand sailors and the money voted for the Navy, although deemed to be insufficient, amounts to three million seven hundred and twenty seven thousand pounds Sterling. Should a rupture with the House of Bourbon occur, it would not be extravagant to estimate that England would have to employ three times as many sailors as she has today and triple the expense in proportion in order to support a war exposed to more considerable risks and losses than those suffered today against a Nation which has no Navy.

You will ask perhaps, why triple the number of sailors since it is obvious from the table on the Navy that one could not in any case double the number of Vessels in activity today? There are two answers to that: one stems from observation and the other from fact. The first one shows that among the 60 Vessels which remain to be employed, we count 57 Ships of the line which consequently require more numerous crews than the frigates and sloops presently at Sea, and, furthermore, one would also have to double the crews of the Ships already employed since they have only a few Privateers to fight today and need only a sufficient number of men to maneuver them. The second answer points to the example of the last war when we saw Great Britain use as many as 80 thousand sailors.

I shall end these observations, My lord, on the maritime forces of England by informing you that I made the necessary inquiries concerning the rumors found in the public papers to the effect that a few individuals here had Privateers with letters of marque against the Americans, and I found that this rumor, which is contrary to the assurances given to me by Lord North in this respect, is totally unfounded.

[Enclosure—Table No. 1]

Table of the English Navy including the Cruising Stations of Commissioned Ships and the Condition of Non-Commissioned Ships, under date of 21 June 1776

Guardships in ports.

Barfleur	90
Ocean	90
Foudroiant	80
Albion	74
Centaur	74
Egmont	74
Lenox	74
Mars	74
Marlborough	74
Royal Oak	74
Ramillies	74
Resolution	74
Torbay	74
Boyne	70
Ardent	64
Exeter	64
Raisonable	64
Somerset	64
Non Such	64
Worcester	64

Note: The last two ships left some time ago on a secret expedition.

Ships cruising in the Channel.

Arethusa	32
Thetis	32

Note: These two frigates have not returned yet from St. Helena where they went cruising in February last in order to assure the safe return of the ships belonging to the India Company.

Wasp	Sloop
Alderney	do.
Wolf	do.

Ships Cruising in the Mediterranean.

Medway	60
Enterprize	28
Levant	28
Raven	Sloop

Coast of Africa.

Pallas	36
Atalanta	Sloop
Weazel	do.

East Indies.

Salisbury	50
Coventry	28
Dolphin	24
Seahorse	24
Swallow	Sloop

West Indies.

Portland	50
Antelope	50
Winchester	32
Argo	28
Boreas	28
Greyhound	28
Maidstone	28
Seaford	20
Squirrel	20
Diligence	Sloop
Ferret	do.
Pomona	do.

Voyage of Discovery.

Resolution	Sloop
Discovery	do.
Lyon	Schooner

North America.

Asia	64
Eagle	64
Bristol	50
Centurion	50
Chatham	50
Experiment	50
Isis	50
Preston	50
Renown	50
Ph[o]enix	44
Rainbow	44
Roebuck	44
Blonde	32
Brune	32
Diamond	32
Emerald	32
Flora	32
Juno	32
Lark	32
Niger	32
Pearl	32
Perseus	32
Repulse	32
Richmond	32
Acteon	28
Active	28
Amazon	28
Ambuscade	28
Carysford	28
Cerberus	28
Fox	28
Liverpool	28
Lizard	28
Milford	28
Orpheus	28

Solebay	28
Surprise	28
Syren	28
Tartar	28
Triton	28
Fowey	24
Garland	24
Hind	24
Unicorn	20
Daphne	20
Dealcastle	20
Galathea	20
Glasgow	20
Lively	20
Mercury	20
Scarborough	20
Sphynx	20
Adventure	Sloop
Beaver	do.
Canceaux	do.
Cruizer	do.
Falcon	do.
Favorite	do.
Hawke	do.
Hound	do.
Hunter	do.
King's Fisher	do.
Merlin	do.
Martin	do.
Nautilus	do.
Otter	do.
Ranger	do.
Savage	do.
Senegal	do.
Shark	do.
Speedwell	do.
Swan	do.
Tamer	do.
Viper	do.
Zephyr	do.
Cherokee	Schooner
Diligence	do.
Gaspee	do.
Halifax	do.
Hazard	do.
Hope	do.
St. John	do.
Magdalen	do.
Carcass	Bomb-brig
Thunder	do.
Scorpion	Fire-ship
Strombolo	do.

Newfoundland

Romney	50
Rose	20
Cygnet	Sloop
Postillion	Schooner
Penguin	do.

Being commissioned for unknown destination.

Mermaid	28
Camilla	20
Hornet	Sloop
Spy	do.
Vulture	do.

Being commissioned for the East Indies.

Rippon	60
Cormorant	Sloop

Ships in Port ready to be commissioned at the first order for the most difficult cruises.

Britannia	100
Victory	100
Prince George	90
Queen	90
Princess Royal	90
Sandwich	90
Bedford	74
Berwick	74
Canada	74
Conqueror	74
Courageux	74
Culloden	74
Cumberland	74

Ships in Port ready to be commissioned at the first order for the most difficult cruises [continued].

Elizabeth	74
Fame	74
Hector	74
Hercules	74
Grafton	74
Shrewsbury	74
Prince of Wales	74
Sultan	74
Terrible	74
Triumph	74
Valiant	74
Vengeance	74
Augusta	64
Belle Isle	64
Defiance	64
Monmouth	64
Sterling Castle	64
Vigilant	64
Yarmouth	60
Lowestoff	32

Ships being built.

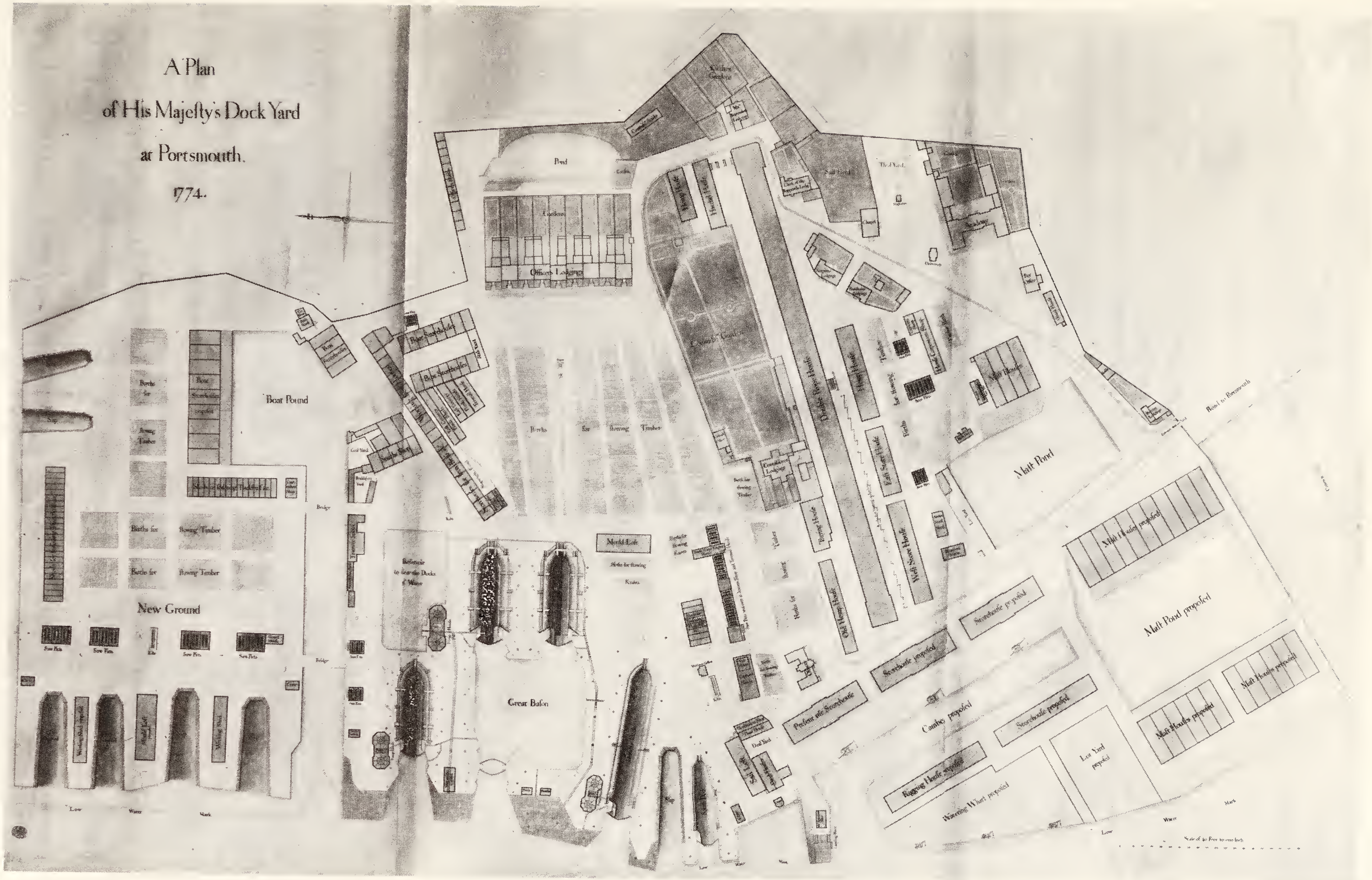
Royal Sovereign	100
Duke	90
Formidable	90
St. George	90
Glory	90
Alcide	74
Alexander	74
Alfred	74
Edgar	74
Montagu	74
Warrior	74
America	64
Anson	64
Lyon	64
Magnanime	64
Polyphemus	64
Ruby	64
*	64
Leopard	50
Medusa	50
*	50
Vestal	20
Ariadne	20
Ceres	Sloop
Dispatch	do.
Fly	do.
Fortune	do.
Pegasus	do.
Swift	do.
*	do.
*	do.
*	do.
Etna	Bomb-brig
Vesuvius	do.

Ships presently under repair.

Namur	90
Arrogant	74
Defence	74
Hero	74
Thunderer	74
Alarm	32
Eolus [Aeolus]	32
Thames	32
Hussar	28
Success	24

Ships requiring a few months repair.

Royal George	100
Princess Amelia	84
Ajax	74
Dragon	74
Essex	74
Invincible	74
Kent	74
Magnificent	74
Monarch	74
Robust	74
Russel	74
Suffolk	74
Superb	74
Burford	70
St. Albans	64


A Plan
of His Majeſty's Dock Yard
at Portsmouth.
1774.
Pond
Gardens
Officers Lodgings
Kitchen Gardens
Commiſsr. Garden
Double Rope House
Hemp House
Academy
Chapel
Pay Office
Boat Pound
Boat Storehouses
Berths for Rowing Timber
New Ground
Saw Pits
Kiln
Bridge
Reservoir to clear the Docks of Water
Mould Loft
Great Baſon
Slip
Tarring House
Old Hemp House
West Store House
East Store House
Maſt Houses
Maſt Pond
Maſt Houses proposed
Maſt Pond proposed
Storehouse proposed
Preſent ule Storehouse
Camber proposed
Rigging House proposed
Watering Wharf proposed
Lea Yard proposed
Dock Yard
Sail Loft
Road to Portsmouth
Low Water Mark
Scale of 40 Feet to one Inch

Bienfaisant	64
Captain	64
Europa	64
Prudent	64
Intrepid	64
Modest	64
Firm	64
Dunkirk	60
Panther	60
Warwick	50
Venus	36
Apollo	32
Southampton	32
Guadaloupe	28
Lynx	Sloop

Ships requiring major repair.

Blenheim	90
London	90
Neptune	90
Union	90
Royal William	84
Cambridge	80
Cornwall	74
Dublin	74
Temeraire	74
Warspight	74
Oxford	70
Trident	64
Achilles	60
Dreadnought	60
Boston	32
Jason	32
Minerva	32
Stag	32
Quebec	32
Aquilon	28
Aldborough	20

Condemned Ships.

Bellona	
Buckingham	
Chichester	
Northumberland	
Revenge	
St. Ann	
Conquestador	
Windsor	
Brilliant	
Crescent	
Diana	
Montreal	
Saphire	
Tweed	
Nightingale	
Bonetta	Sloop
St. Lawrence	Schooner
Earl of Egmont	

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1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.
2. Table No. 2 relates to the army.

London Chronicle, SATURDAY, JUNE 22 TO TUESDAY, JUNE 25, 1776

London [June 24].

Capt. Charles Douglas, of the *Isis*, who arrived so critically at Quebec, after passing thro' a most dangerous navigation, is appointed a Commodore.

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25 June

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE[1]

My Lord 25th June 1776

Vice Adml Sir Jas Douglas, Commander in Chief of His Majesty's Ships at Portsmouth having in his Letter of the 22nd instant acquainted my

Lords Commissioners of the Admiralty that a Fever supposed to be infectious, had got into His Majesty's Ship the *Lark* which was appointed one of the Convoy now going out as mentioned in my Letter to your Lordship of the 23rd of this Month; and my Lords judged it of the highest importance that the progress of so fatal a Distemper should be stopped as soon as possible have ordered the *Lark* to be detained at Portsmouth that the proper measures may be taken for that purpose, and have directed the *Daphne* to proceed with the Convoy in her room with which I am commanded to acquaint your Lordship, and at the same time to signify their Lordships directions to you to take the *Daphne* under your Command upon her joining you, instead of the *Lark* & employ her as you find best for His Majesty's Service.

Their Lordships being informed that the Victuallers which were to have assembled at Cork by the first of next month, and were to have proceeded to join General Howes Army under Convoy of the *Galatea* will not be ready to sail til the middle of that month I have it in command from their Lordships to acquaint you therewith, and that they have therefore ordered the *Galatea* to proceed to join your Lordship[2] with all the dispatch that may be with the Duplicates of the Letters, I had the honor of writing to your Lordship by the *Diamond,* that you may be apprized of the Reinforcements that are coming out to join you. I have the honor to be &c.

P. S.

By the *Galatea,* at Plymouth, same Night –

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1. PRO, Admiralty 2/552, 226–27.
2. *Ibid.,* 2/101, 192.

26 June

Beaumarchais to Arthur Lee[1]

No 5. Paris June 26th 1776

In Cyphers

I refer you to my former Letter of the 6th of June (No 2) of which I pray you to follow the disposition.

"The difficulties which I have met with in my negociation with the Ministers, have made me take the resolution of forming a Company which shall send out the supplies of Powder and Stores to your friend, depending in the mean time on remittances in Tobacco at Cape François and always under the name of your Servant."

Roderique Hortalez & Co. [Beaumarchais]

[Copy]

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1. Henry Laurens Papers, Letters to Secret Committee, &c. 1776, SCHS.

27 June

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE[1]

My Lord 27th June 1776

My Lords Commissioners of the Admty having received a Petition from Mr John Strettell, in behalf of himself & others the Merchants of London trading to Canada, praying that a Convoy may be appointed to protect the homeward bound Ships from Quebec the ensuing Autumn, which usually sail on the 25th October: I am commanded by their Lordships to send you the inclosed Copy of the said Petition, and to recommend it to your Lordship to appoint such Convoy accordingly for the said Ships if it shall appear to you to be necessary. I am &ca.

P. S.

By the *Diamond* at Portsmouth.

[1] PRO, Admiralty 2/552, 234.

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28 June

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN[1]

My Lord, Admiralty Office 28th June 1776.

Having received a Letter from Vice Admiral Sir James Douglass of Yesterday's Date, giving an Account of the Departure of His Majesty's Ship the *Amazon* with the Convoy for Canada; and of the Readiness of the Convoys with the Hessians, and other Troops going to General Howe, We send Your Lordship the inclosed Copy of the said Letter for His Majesty's Information and are &ca.

Lisburne H. Palliser

[1] PRO, Colonial Office, 5/259, 84.

M. GARNIER TO VERGENNES[1]

[Extract] London, 28 June 1776

Yesterday, there was a conference at Lord Weymouth's. I took this opportunity to discuss with this Minister various matters about which I had already conversed with Lord Suffolk: . . .

As to the liberties taken by their cruising vessels, I also read to him the letters from Messrs. d'Ennery and d'Argout, and I observed to him that I did not officially request M. [Robert] Keeler's punishment, but that by referring the conduct of this officer to him it was our intention to leave to the prudence of the British Ministry to judge whether the best way to have their orders carried out was to punish those who did not conform to them. I tried to make him feel how important this [was] to them as it is to us by pointing out to him that the great care we take in this respect is the least equivocal proof of our desire to perpetuate the good intelligence. Lord Weymouth disapproves of the conduct of the English Officers, does not look for any excuses, does not mention the Americans smuggling with our Islands, falls back on the strict orders given to respect our Coasts and our Flag, promises to see to their execution and begs me to believe that they would be in despair if we had a ground to be unhappy. He will request information from the Admiralty concerning M. Keeler's conduct. Furthermore, up to now nothing seems to augur on the part of the English Ministers as offending an idea as that of limiting the direct trade of our Islands. Such pretentions may be ventured but they are nothing more than an act of sovereignty with regard to Holland and Denmark. I cannot imagine they would go that far with regard to France and Spain.

I shall remain on my guard, however, in order to wave aside as soon as I can see it coming a question which could only deeply hurt the King's dignity. The remark which you made so judiciously, My lord, about the behavior of the English during the disorders in Corsica had not escaped Doctor [Benjamin] Franklin who, before his departure for America, had quoted this example to me more than once; and I would have used it modestly without fail with regard to Lord Weymouth if he had led me to the subject of the similar contraband which afflicts them today. We found English guns in Corsica and we did not complain about it. If the English find French guns in America, they should wisely use the same reserve with us. The important point, My lord, is the one which you recommended to me with your usual foresight, I mean the prizes which the Americans might bring into our ports and which would be claimed by the English Government. If we had to shape our attitude according to what the English would do in a similar situation, the problem would soon be solved because we would not return them. At least we would be authorized not to agree to anything until we received letters of concessions by which the English would reciprocate each time we would claim a French ship, but in order to be valid, this security would have to be sanctioned by Parliament. Furthermore, My lord, I have not yet heard anything on this matter and I will not lose time forwarding to you any information I may obtain. Meanwhile, the prizes that would be taken to our Islands would apparently be sold there before any claim could intervene.

As we were about to take leave after yesterday's conference, this Minister told me in a trifling manner as if to make conversation that there had been much talk concerning our important armaments. I had not yet received, My lord, your dispatch of the 21st. I answered that, to my knowledge, we were not arming, but that I was not unaware that England was armed and that, while the Sea was covered with her ships under the command of Officers who did not breathe peace as much as the British Ministry and were most capable to commit acts of boldness that might shorten the continuance of the said peace, I would not be surprised that we took on our side the necessary steps to be ready for any eventuality. Lord Weymouth said that we should know the purpose of their armaments and that we could not doubt their peaceful intentions. I replied that we did not doubt it but that, since they had established a Squadron of observation in time of peace, they were to expect that this example would be followed. The Minister said that this establishment was already old, and he asked me if I knew when the Duke de Chartres would return. I answered that I believed his cruise should last 3 or 4 months, but that I did not remember exactly at what time his Squadron had sailed.

1. AMAE, Correspondance Politique, Angleterre, vol. 516, LC Photocopy.

Public Advertiser, Friday, June 28, 1776

London [June 28].

A private Letter from Philadelphia has the following Article: ". . . We have now fifty Sail of armed Ships from twenty to forty guns, well manned and well stored; and we have larger ships building, besides what are in other Parts; so that in a short time we shall have a very powerful Navy."

29 June

London Gazette, Tuesday, June 25 to Saturday, June 29, 1776

Admiralty-Office [London], June 29, 1776.

Vice-Admiral Shuldham, in his Letter dated the 20th of May last, gives an Account, that the Cruizers of his Squadron had intercepted and taken Twenty-four Ships and Vessels belonging to or trading with His Majesty's rebellious Subjects in North America, in Addition to those mentioned in his Letter of the 25th of April, among which was The *Lyon* Schooner, bound from Cape Francois to Rhode Island, laden with Arms and Ammunition.[1]

[1] See Volume 4.

"Extract of a Letter from Plymouth, June 29."[1]

His Majesty's ship *Galatea* got under sail on Wednesday last [June 26] for America; but an express arrived to stop her until further orders, and it is now said she is going to Jamaica. The Commissioner paid the officers and seamen belonging to her two months advance before she got under weigh.

Arrived his Majesty's sloop the *Hound,* with money to pay the artificers of his Majesty's dock-yard, from Portsmouth.

[1] *London Chronicle,* July 2 to July 4, 1776.

30 June (Sunday)

"Extract of a Letter from Portsmouth, June 30."[1]

Yesterday morning the following men of war sailed from St. Helen's, viz. the *Diamond,* Capt. [Charles] Fielding; *Unicorn,* Capt. [John] Ford;

and *Lark,* Capt. [Richard] Smith, having under their convoy 22 sail of ships, with foreign troops on board for America, having orders not to wait any longer for the horse ships; and this morning his Majesty's ship *Daphne,* Capt. [John] Henry, with several transports, dropped down to St. Helen's, and will sail to-morow, if their dispatches come down, and the wind will permit, which will make the third division that sailed from this place since February last.

1. *London Chronicle,* June 29 to July 2, 1776.

1 July

Morning Post and Daily Advertiser, Monday, July 1, 1776

By a gentleman who left Philadelphia in the end of February, we have received the following intelligence, which may be depended upon.

French vessels, both from the colonies and France, come in there daily; bringing sugar, melasses, salt-petre and other commodities; which they sell freely for cash, and provisions; particularly a vessel from Port L'Orient, brought in sixty tons of salt-petre, which was sold for upwards of 12,000 l. sterling. Two Frenchmen of note have continued there during the winter, one of whom was sent off to the camp at Cambridge, with an escort; the other staying at Philadelphia, greatly caressed by the Congress. It was suppose[d] they were agents from France, sent to observe the situation of things, and conclude a treaty with the new republic. – They are fitting out different squadrons of frigates and letters of marque, for various services, and to cruise against the West India trade. One small squadron has sailed for St. Helena, to intercept the East India trade. [Three blurred and indecipherable lines] Hopkins had sailed with eight vessels under his command; two of them frigates of thirty guns; their service was kept a secret. Some suppose them to be gone to France, to get such warlike stores, as they most want; some, to Rhode Island, to take Capt. Wallace, in the *Rose;* some to Virginia, to seize Lord Dunmore; others, that they are to cruise against the West-India trade. They are victualled for six months,

The people think of nothing but independence, and talk of war with pleasure. A man of war has not been seen or heard of in that river this whole winter. The trade up to the city is intirely free, and has not suffered the least obstruction. Their numerous provisions vessels, in their return from the Dutch and French islands, have got all safe back with powder, warlike stores and other goods. Cloathing they have in plenty at Philadelphia.—Their newspapers are stuffed with essays, in favour of independence. They leave to Wilkes, Burke, and their other part[i]zans in Britain, to dwell upon the hardships, impositions and tyranny of Britain, which they never felt, and speak boldly out, that a dependence on Britain, is a check upon their grandeur. They speak with contempt of the British constitution; and give this shrewd instance of its imperfection, that it has not power sufficient to keep its colonies in subjection. They say such a virtuous people as they are, ought to disdain any connection with such a vicious, corrupt nation as Britain; lest they share in the punishment, which is ready to overtake her.

A pamphlet greatly celebrated and much read among them, supposed to be written by Adams, and actually corrected by Franklin, and of which their several printing houses are vying, and multiplying copies, under the title of *Common Sense,* says, 'reconcilliation and ruin are near [illegible]' that the King of America lives on high; and delights not in the blood of his subjects like the Royal — of Britain; that by shaking off their dependence on Britain, they will make all Europe the guardians of their liberties, and open to themselves the ports of every nation: As a lure, on the other hand, they say, it can never be their interest, to make war with Europe; but they are silent respecting those sweet morsels, which the French and Spainards possess in America. They say Britain will come shortly crouching to them, begging to be allowed some small share of their trade. They remark on the folly of calling Britian their mother country; as if that title carried an idea of duty and respect; For Europe is their country, and Britain is indebted to them not they to Britain.—

It is confidently given out that a fleet of twenty ships of war, and eighty transports is preparing at Brest, to co-operate with the Americans, either in sweeping our helpless sugar islands, or in attacking Quebec. It is certain, the French governors here have offered all American vessels on their coasts protection; and that one of their men of war actually convoyed off this station, a vessel commanded by one Parker, which took in four hundred barrels of powder, at Martinico. Never was there such a brisk trade at St. Eustatia, as at present, to America, carried on chiefly, I believe, by renegado Englishmen; and though our few cruizers now and then take one of their provision vessels; yet they are so numerous, the loss is not felt. So inveterate are the Congress members against Britain, that though they are in want of every species of goods, they oblige every master of a vessel to bring certificates upon oath, that the commodities they import, are not of British manufacture. One of our merchants, who went down a few days ago to St. Eustatia, saw them actually cutting out the British mark, from a bale of goods shipping for America, to prepare it for the necessary affidavit: This circumstance you may assuredly depend upon as a truth.

One Tudor is superintending the building of three frigates, at New York. We expect our seas to swarm soon with their little privateers; and that our good friends the Dutch will give them all the assistance in their power. If the states general really wish us well, and I think they can only keep their own independency while Britain is powerful enough to protect them, they should allow us to keep consuls in St. Eustatia and Curraso [Curaçao] to prevent any improper trade with America: — Or if good sense had not this effect, suppose we stopped the interest of their money in our funds, to enable us to finish a war, which they formed and support. — The friends of America in St. Eustatia, and our several islands, send them constant intelligence of every thing transacted here, which they insert in their news-paper; nay, and point out to them, the active friends of government. Three or four more frigates upon this station, would have interrupted their trade greatly; but we seem to be intirely neglected.

(To be continued)[2]

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[1] Samuel Tuder, one of the superintendents for the Continental frigates *Montgomery* and *Congress* building at Poughkeepsie, New York.

[2] See under July 2.

SOLLICOFFRE FRÈRES & WILKIE TO SILAS DEANE[1]

Sir Marseille the 1st July 1776

We had the Honnour to write you the 26th ulto advising the safe arrivall here of the Brigg *Elisabeth* Captn John Palmer from New York last from New London, We returned you at the Same Time your Letter for your Brother Mr Simeon Deane said Gentleman having remained in America. By the Inclosed Letter from Captn J. Palmer to you, you'll see that in the present Circumstances he thinks with reasons, that to execute his intended Voyage would be attended with too much Danger, both at the Streight Mouth as likewise at the Coming Near of the Coast of America, We shall be very much obliged to you to Comunicate us your Opinion and whether it would not be more prudent to Imploy here Captn Palmer Vessells under French Colors, (if possible to be done) : for two or three Month, rather than to Expose both her and her Cargoe in such evident a Manner.

We have sold all the flower sd Vessell brought us at 14 pr lb 100. of our wheight equal to lb 88 English, and we have begunn to sell the Wheat at 25 p charge

In Expectation of your Commands we remain very Respectfully Sir [&c.]

Sollicoffre Freres & Wilkie

[Superscribed] Monsieur Silas Deane Chez Mess: Saml & F: Delap negts Bourdeaux

[Endorsed] Solli Coffre & Freres Lettr from Marseilles

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[1] "The Deane Papers," *Collections of the Connecticut Historical Society,* XXIII, 22–23.

2 July

Morning Post and Daily Advertiser, TUESDAY, JULY 2, 1776

London, July 2, 1776

By a gentleman who left Philadelphia in the end of February, we have received the following intelligence, which may be depended upon:

(Concluded.)[1]

If the men of war, for I think it will be impossible to assemble an army capable of acting this season, finish not the business this summer, we shall certainly have a French war on our hands, to call off our attention; a thing which the friends of America expect, and rejoice at the thoughts of; and in this case our sugar islands may fall an immediate prey; for it is certain the French are pushing out an extraordinary number of troops to all their settlements. A push should therefore be made in America, with the ships of war, and every floating stick of timber, every magazine for naval stores should, if possible, be destroyed. Every sailor taken should be carried to Europe, if not wanted in the fleet; and be distributed among the merchant men, particularly the India ships. — If we have a French war on our hands, a strong squadron should be immediately sent out to protect the sugar colonies, and transports should be ready before the middle of October, in America, to bring over at least 12,000 men to the West-Indies, and make at once a sweep of the French islands. In making the attack, their towns and plantations should be more aimed at than their strongholds. Indeed the only strong forts of consequence are at Martinico and the West end of Hispaniola.

When the American trade, and shipping are destroyed, you may leave these heroes to boast of their prowess, and parade their armies as they please; it will be a pity to risk the life of a gallant soldier against them. And in this case two expeditions might at once be carried on against Martinico and Hispaniola. And if we value the sugar trade, these islands should be suffered to be even deserted, rather than ever be returned to France. — I say this, on the supposition, that France is ungenerous enough to meddle in the present dispute.

We find, there is no attention given to the supplying of the sugar colonies with the articles, which they formerly had from America. Many improvident people begin already to be pinched for food; and there is no promise of a supply; 150,000 acres extraordinarily laid down for raising grain would more than supply all the West-Indian demands for inhabitants, poultry, and horses. — Suppose the bounty upon corn were confined at present to West Indian consumption; or that no bounty should take place till certificates were produced of a sufficient quantity shipped to the West Indies. If the British market were opened for rum by lessening the duty; it would be more profitable for us to be supplied with our provisions from Britain than from America. At present the British ships which take away our sugar, come generally out less than half laden. The freight of our provisions from Britain ought therefore to be but little additional expence; and much below what is necessary to support the American trade; and we should pay for them with our produce, instead of paying the Americans besides rum a considerable proportion of money, to supply them with cash, to buy French melasses and sugars, to injure our own consumption.

Franklin is so much revered in Philadelphia, that whenever he walks the streets, he has a crowd constantly at his heels. Sometime before the gentlemen left Philadelphia, he and some others of their chiefs, and Macleod [John Carroll] a priest, set off for Canada, to reconcile the Canadians to their measures, and frame a code of laws for them. We shall see if Parliament, or the free thinking Congress, be more favourable to popery

It is surprising to think of the number of ignorant fellows that you have suffered to carry out transports and storeships. One fellow has carried down his lading to dispose of it at Jamaica: Several, as we are here credibly informed, have given up their ships designedly to the Provincials; and numbers of them were so ignorant of the coast, as to come here to the West-Indies, rather than venture in. Every transport should have carried a navy Lieutenant or skillful midshipman, or master's mate, to keep the master to his duty, and guard against his treachery. It deserves to be a matter of enquiry, whether those masters, who have treacherously delivered up their ships, had any encouragment from the traitors in London; for the worst enemies of government are to be found there.

Notwithstanding all the boast of securing Philadelphia, by staking the river and building galleys with long guns, people begin to remove their effects from thence, expecting it to be laid in ashes. I abhore the burning of towns; and it would be a pity, if it could be avoided, that so fine a one as it is should be destroyed; though if any place has greater demerit than another it is this.

Though the colony would not take up arms to defend itself from the French, even when fire and destruction threatened, it has for a speculative point, run headlong into arms against its protector. It has shaken off the peaceable tenants of its founder; and raised the standard of rebellion in the very face of its charter; which expressly reserved taxation by Parliament: a reservation intended by Penn, to take the colony out of the power of the Crown, and make it dependent upon Parliament, as a situation most favourable to liberty. Little did he then think, that the time would come when America should solicit the crown, to take it out of the hands of parliament, and rebel against King and Parliament, because they were not indulged with their request; and that all who pretend to be patriots in Britain, should join in abetting their insolent demands. Might it not be made a convenient place of arms, till peace was restored.

Should France the good ally of the Americans attempt to entangle us in another distructive continen[t]al war, by attacking Hanover; suppose we were to transport all the Hanoverians to Pennsylvania and the middle colonies, and leave Hanover deserted as a bone of contention to be scrambled for by the Germans and French. The Hanoverians would gain a fertile territory by the exchange; and if we took care to make good regulations for them, we might exchange riotous and unprofitable rivals for faithful and useful subjects. Or suppose we were to give Hanover to Denmark for her sugar islands.

I think it hardly possible that the Americans can supply all their demands with the barter of provisions; so that their present trade must drain them entirely of their cash; flour as a specimen, is now at Philadelphia at 6s (currency, or about 4s. sterling) per 100 wt. Indeed nothing but paper is to be seen in circulation. Those who refuse to take it, are sent to work in slavery, in their iron mines.

1. See *Morning Post and Daily Advertiser,* Monday, July 1, 1776.

3 July

ACCOUNT OF BRIG *Timoleon* IN THE SERVICE OF MARYLAND[1]

Dr Mr McCreery Merchant his Accot Currt with Tanays Boulet Merchant at Bordeaux Cr

	To Expences of Disbursments on Brig *Timoleon* P Act.		1623.12..4
	To Duties paid at the Custom House for mark M		1350......
	To ditto for the mark BCc		2124......
	To Commission £ 77020 @ 3 P Ct		2310.12...
Discounts from the Sale	To deduction of 1½ P Cent on 31384.14... to Rethman & Meneicker	470.15...	1137.11.11
	To ditto to Lenau (Brors) on 20826.10...	312..7.11	
	To ditto to Coudere & Loueadon 23630...	354..9...	
	To Cash paid you at sundry times		2954..5...
	To the Amot of 6 Casks Muskets 150 @ 12.15.	1912.10...	19121..4.11
	To ditto of sundry Merchds Bot of Charamel & Co as P Invoice	17196.14.11	
	To Porterage of the Muskets	12......	
	To Ballance I owe		46398.17..2
			£77020..4.[8]

M	By the sale of 83 Casks Coffee to Messrs Rethman & Menicker at the discount of 1½ PCent	31384.14...
BCc	By the Sale of 70 Casks Coffee to Messrs Lenau Brothers & Co at the discount of 1½ PCt	20826.10...
	By the Sale of 73 Casks Sugar to Messrs Coudere & Lueadon to pay in three Months	23630......
	By 477 lb Bees Wax sold to Magen at 40s. P Lb	954......
	By 150 ditto inferior sold the Same 30	225......
		£77020..4..[8]

I Certify to be true & just the present Accot Currt Amounting as well to the Debit as the Credit to the Sum of Seventy Seven Thousand & Twenty Livres Four Sold and the Closing & ballancing the Same I have counted to the Said Mr McCreery that of Forty Six Thousand Three Hundred & Ninety Eight Livres Seventeen Sols & Ten Deniers Done Duplicates Errors commissions Excepted at Bordeaux the 3 July 1776

Sign'd Tanays Boulet

1. Revolutionary Papers, Box 1, Accounts, 1775 – 1776, Md. Arch.

"Complement of Men allow'd to Guardships of the 3d Rate of 74 Guns"[1]

Admty Office
3d July 1776

Captain	1	Servants	14
Lieutenants	4		4
Master	1		1
Chaplain	1		1
Boatswain	1		1
Gunner	1		1
Carpenter	1		1
Purser	1		1
Cook	1		1
Surgeon	1		1
Masters Mates	2		26
Midshipmen	8		
Captains Clerk	[1]		
Quarter Masters	[5]		
Do Mates	3		
Boatswains Mates	3		
Yeomen of the Sheets	2		
Coxwain	1		
Sailmaker	1		
Do Mate	1		
Gunners Mates	2		
Yeomen of the Powder Room	1		
Quarter Gunners	8		
Armourer	1		
Carpenters Mates	2		
Pursers Steward	1		
Surgeons Mates	2		
Master at Arms	1		
Corporal	1		
Captains Cook	1		
Seamen	217		
Marines	47		
Servants (as above)	26		
Total	350		

N.B. The Captain is strictly enjoined not to enter any of his menial Servants, except his Cook in any other Quality than Captains Servant.

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[1] PRO, Admiralty 2/101, 199.

Public Advertiser, WEDNESDAY, JULY 3, 1776

London [July 3].

The *Jane* (formerly the *Minerva*) [James] Fulton, a transport from Clyde to Boston, was taken by the Provincials on the 6th of May, and carried into Salem.[1]

The *Jane,* Fulton, taken by the Provincials, had a cargo on board, worth upwards of 6000 l. which is mostly insured at Glasgow.

A Gentleman who came from Georgia, and arrived in Town last Friday, says, that when they left America they had authentic Information of Commodore Hopkins, together with the Provincial Fleet, being blocked up in the Harbor of New London, by Captain Wallis [James Wallace], of Rhode Island, and several of the King's Ships, and that it was impossible for one of Hopkins's Ships to retreat or get over the Bar; it seems he had put in there for a Supply of Powder and Provision.

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1. The *Jane* was captured by Washington's schooner *Hancock,* Captain Samuel Tucker. See Volume 4, 1456–57.

4 July

WILLIAM EDEN TO JOHN POWNALL, DEPUTY SECRETARY OF STATE[1]

[Extract] Downing Street [London]. July 4th

I was sorry to see that the Vessel lately sent to the Southern Colonies had no instructions to look into Annapolis *en passant:* It surely w'd be both a reasonable & proper Indulgence to my Brother[2] to direct one of the Kings Ships on the Southern Station to call in upon Him; & to give His Family that Opportunity (for they can have no other) of writing to Him.

Believe me with real Esteem & Regard my dear Sir [&c.]

W^{m} Eden.

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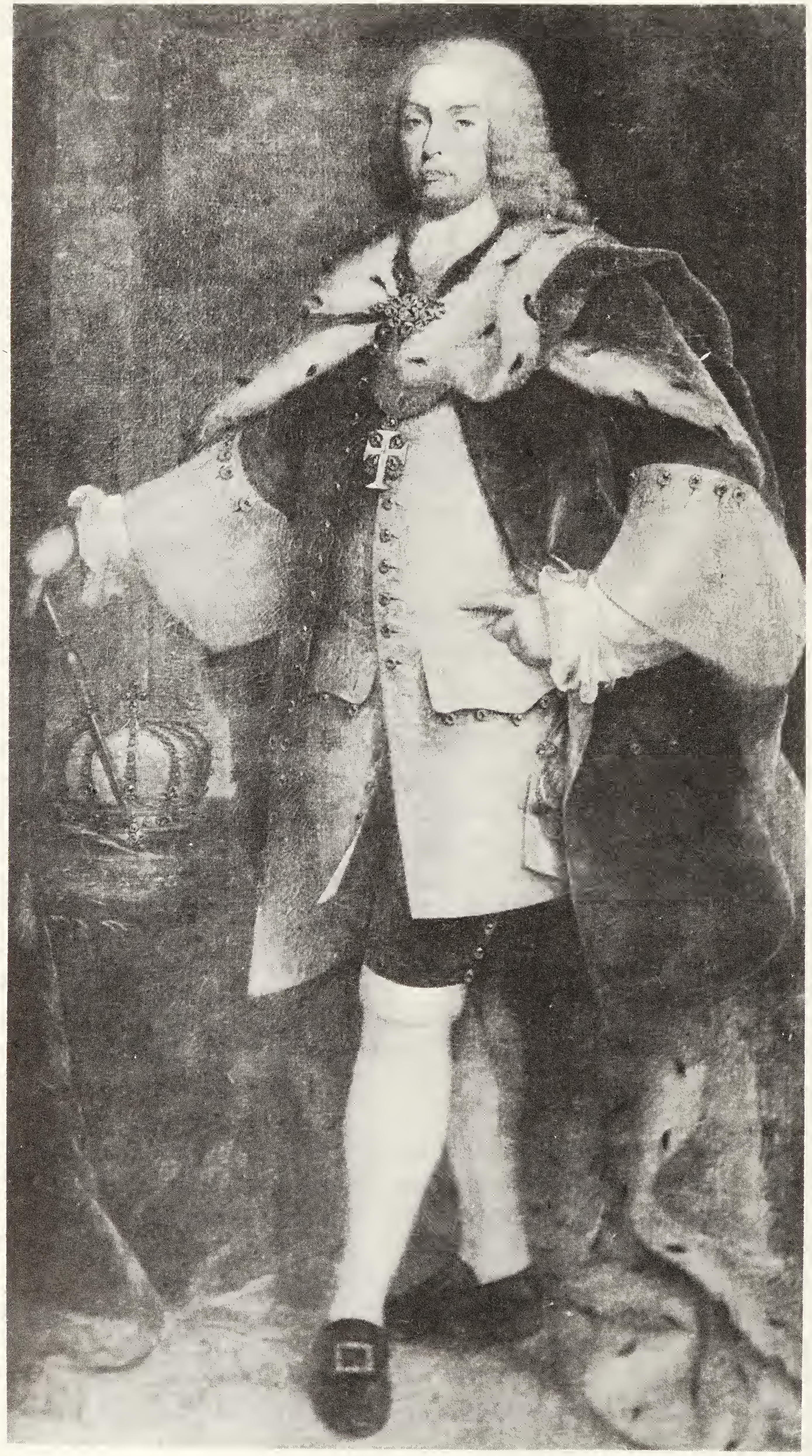
1. Correspondence of the Rev. Jonathan Boucher, MdHS.
2. Robert Eden, Governor of Maryland.

Public Advertiser, THURSDAY, JULY 4, 1776

London [July 4].

Letters from Holland say, that the States have issued out an Order for no Ship to take Arms or Ammunition to any Part of his Britannic Majesty's Dominions, on the Forfeiture of the Ship and Cargo, and Imprisonment of the Officers belonging to such Ships; the Order to continue in Force so long as the Americans continue in Arms against their Sovereign.

Advice is received by Tuesday's Irish Mail, that an American Vessel, being in great Distress, for want of Provisions, put into a Creek in the North Part of Ireland, where the People seized her, and after plundering the Vessel of every Thing of Value, and stripping the People, they set fire to the Ship, and consumed it; they then suffered the Crew to depart, who got to Kinsale in a most deplorable Condition.



Joseph I, King of Portugal.

London Chronicle, TUESDAY, JULY 2 TO THURSDAY, JULY 4, 1776

London [July 4].

Yesterday was launched at Blackwell dock-yard, the *Swiftsure,* a curious bomb man of war, on a new construction, going in his Majesty's servi[c]e to America, with two bomb beds, mounts 40 guns, and carries 240 men.

5 July

M. GARNIER TO VERGENNES[1]

[Extract] London, 5 July 1776

You are informed, My lord, of the plans for the Royal Army in Canada. The intention is to penetrate the English Colonies by way of the Lakes Champlain and George. It has been admitted that much time will be needed to build the boats required for this passage. Then, these boats will have to be carried from one lake to the other and the Americans will have to be overcome at Ticonderoga. We might say that first of all the Lakes must be reached.

. . . Such are the plans for this country, as you have known them for a long time, My lord, and as they were explained to me on the map by Lord Barrington, Secretary at War. He intends to encircle New England in such a way as to cut all communications with the Southern Provinces.

. . . Their enemy claims that they [the Americans] lack everything; but we know that in spite of the vigilance of the English Cruisers they have ammunition in fair abundance. It is only feared that they are poorly supplied with locks for their firearms. They have quite recently captured the transport *Hope* which had sailed from Corke for Boston with a cargo of 75 tons of powder, one thousand rifles, a few military waggons, and six gun-carriages.[2] This prize as well as the capture of other transports is one of the lesser consequences of the unexpected evacuation of Boston.

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[1] AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

[2] The powder ship *Hope* taken May 17, 1776 by Captain James Mugford in Washington's schooner *Franklin.* See Volume 5.

EDICT OF KING JOSEPH OF PORTUGAL[1]

Joseph, by the grace of God, king of Portugal and of the Algrave, &c. I make known to all who shall see this present edict, that having been lately informed, that the English Colonies in America, had not only separated themselves by an act of the Congress, the 15th of May last, from the subjection to the crown of Great-Britain, but also were making laws of their own, and giving particular power to resist the lawful authority of his Britannic Majesty my good brother, friend and ally: and whereas so pernicious an example ought to interest even the most indifferent princes not to favour or assist, directly or indirectly, subjects thus publicly and formally rebelling against their lawful sovereign: it is my will and pleasure to order, that in all the ports of these kingdoms and its dominions, no shelter shall be given to any ships loaded or in ballast, coming from any of the ports of the said North American British colonies, but on the contrary, that they are to be repelled from the said ports, and in the same manner they entered, without giving them the least succour of any kind whatsoever. The masters of ships, who have been permitted to enter hitherto, in consideration of not having received any express injunction to the contrary shall be notified to depart with their ships out of the above mentioned ports within the space of eight successive days, without fail; examination being had before their departure, if they have on board any gunpowder, or other warlike stores of the kinds already prohibited by my royal orders, given the 21st of October last, to the arsenal of the army, and to the office of outward consulship; and confiscating, for the benefit of the public works, any of the said ships on board of which shall be found clandestinely concealed any of the above mentioned warlike stores, as goods rightly seized and manifestly known to be the property of rebels. Our Lord the King hath ordered this by his royal decree of the 4th of this current month of July, and directed to his royal council, commanding it to be printed and set up in all public places of Lisbon and ports of this kingdom, and of the Algraves, in order that every one should have notice thereof, and that no person may pretend ignorance.

Lisbon, 5th of July, 1776.

(Signed) Count De Azambuja, pres.

1. *Massachusetts Spy,* January 2, 1777, under a London, September 6, 1776 date line.

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6 July

Philip Stephens to Captain James Cook, H. M. Sloop *Resolution,* Plymouth[1]

Sir, [Admiralty Office] 6th July 1776.

I send you herewith the Secret Instructions which my Lords Commissioners of the Admiralty have been pleased to sign for your proceedings with the Sloop you command and the *Discovery* Sloop commanded by Captain [Charles] Clerke; But as Captain Clerke is not yet able to repair on board the *Discovery,* and it is of great consequence that you should yourself proceed to the Cape of Good Hope without delay, I have it in command from their Lordships to signify their direction to you to put to Sea with the first opportunity of wind and weather without the *Discovery* Sloop, leaving directions for her Commander (to be delivered to him on his arrival at Plymouth) to follow you to the Cape of Good Hope without a moment's loss of time; And as their Lordships do not wish that you should wait for him at the Cape any longer than you think it may be done with prudence, and without risking any inconvenience to the further progress of your Voyage, it is their Lordships farther direction that if you judge it proper to sail from the Cape before the *Discovery* arrives, you do, in that case, leave with a trusty person, to be delivered to her Commander upon his arrival, such Rendezvous, and Accounts of the Course you intend to steer, as you shall think most likely to effect his speedy junction with you.

Their Lordships command me to add that a Copy of your Secret Instructions will be delivered to Capt Clerke before he sails from Plymouth, with directions to him to open them, and execute them as far as he is able, in case he should not, after using his utmost efforts, be able to join you according to the Rendezvous you will leave for him; but to deliver them to you unopened, in case he should join you.

I most heartily wish you a succesful Voyage;[2] and am &ca

Php Stephens.

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1. PRO, Admiralty 2/1333, LC Photocopy.
2. This was the beginning of the third and fatal voyage of the famous navigator and explorer. His secret orders were to try and settle the question as to whether there was a northwest passage. He was to approach it from the Pacific side, first rounding the Cape of Good Hope, and visiting a number of the newly-discovered islands in the South Pacific.

7 July (Sunday)

"EXTRACT OF A LETTER FROM CHATHAM, DATED JULY 7."[1]

Tuesday last sailed from this port for America, where she is to serve as a hull, the *Pembroke,* of 60 guns, commanded by Jahleel Brenton, Esq.

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1. *London Chronicle,* July 9 to July 11, 1776.

"EXTRACT OF A LETTER FROM PLYMOUTH, JULY 7."[1]

Came in this day the fleet with the Hessian troops on board, under convoy of his majesty's ships *Ambuscade, Diamond,* and *Unicorn,* from Portsmouth, and will sail as soon as the wind permits for America.

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1. *London Chronicle,* July 9 to July 11, 1776.

8 July

CLAUDE JULIEN TO VERGENNES[1]

My lord, [Paris, July 8, 1776][2]

Although it seems from public notices in the different ports of the Kingdom that American Ships come in freely in order to exchange the Goods which they bring from their Colonies for Merchandise from our Continent, the Supplicant, a Merchant in the City of Bordeaux, uncertain as to whether this new Traffic is carried by virtue of some special permission, and unwilling to innovate without the approbation of the Government dares request very humbly, My lord, permission to give ear to the trade offers which might be made to him by American Shipowners.

The latter may offer the following trade items:

Sperm oil
do. from other fish
Rice
Tobacco
Sperm candles
Pitch
Tar
Turpentine
Pelts
Indigo
Boards of oakwood
do. of pine
Masts and spars of all sizes
Wood for cooperage
Salt-wort
Flour

And a number of other essential items.

In exchange, this Nation may take Wines, Spirits, a quantity of manufactured articles of infinite variety.

The favor which the Government may grant the French merchants in this circumstance is of the greatest consequence for the State since it would enable them to obtain at first hand and for a much better price the same merchandise which the English and the Dutch bring us only after a profit to two or three other hands.

This would also present a most essential advantage to the Farm General, especially if the Farmers General are satisfied with ordinary and fairly reasonable duty charges so as not to frighten the Merchants in their New Speculations.

The Supplicant will act only by virtue of the permission he dares expect from the kindness of Count de Vergennes by whom he already has the honor to be protected having the advantage to be his compatriot.

Claude Julien, Banker and general Contractor
to the French Navy in Paris

[Endorsed] M. Louis Poncel Esquire Merchant Shipowner, Former Alderman, Great Judge of the Chamber of Commerce, Director and Administrator of the hospitals in the city of Bordeaux.

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1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.
2. The petition is undated, but, from its position in the manuscript collection, and the subject matter, it was likely presented at about this time.

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9 July

M. Garnier to Vergennes[1]

[Extract] London 9 July 1776

I have the honor to send you herewith the Translation of a resolution passed by Congress and published on the 15th of May, to abolish any authority on the part of the Crown, and to recommend to each Colony to chose its own Government. It is even reported that, in consequence, the provinces of South Carolina and Georgia have already elected each a Governor, a Council and an Assembly.

The instructions of the Capital of the Province of Massachusett[s] tend no less but to divest the King of Great Britain of any authority in America, and the language used in them is of the most hostile nature. The King of England has already made the only reply of which they might be susceptible. He has sent fifty thousand men and a fleet of eighty sails to subdue these Colonies. Considerable forces such as these can only be victorious wherever they attack, and with military victories coming to the support of political operations, we must hope that this year will see the end of a war detrimental to the subsistence of our Islands and which may provoke incidents that might endanger general Peace.

On the 5th of this month, an accident occurred in Portsmouth on board the guardship *Marlborough*. Four barrels of powder which had been set aside by the Gunner caught fire. The explosion caused great damage to the ship and cost the lives of 17 persons besides 43 men who were critically wounded. This ship had been recently brought from the roadstead to the port for repair. Fortunately, most of the powder had been removed from the magazine when the accident took place. It is believed that these four barrels which caught fire had been set aside by some dishonesty of the Gunner who proposed to sell them for profit. The Captain was not on board the ship of which the crew was composed of only 180 men. I have not heard that any officer was wounded.

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

London Chronicle, SATURDAY, JULY 6 TO TUESDAY, JULY 9, 1776

London [July 9].

A letter from Jamaica, says, "The snow *King of Bohemia*, commanded by a Lieutenant of the navy, fitted out at Port Royal as an armed cruiser, has taken near Cape François an American vessel under French colours: she was bound to Philadelphia, and had three French persons of eminence on board, who came from the Cape. This affair it is thought will be a good pretence for the French to take advantage of the present disturbances between England and her colonies. The Frenchmen are, however, treated with the utmost respect, notwithstanding several letters which were found on board the vessel, have been opened and perused by Admiral Gayton, leave no shadow of a doubt that the French are absolutely assisting the Americans to the utmost of their abilities.

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10 July

LORD SANDWICH TO GEORGE III[1]

[Extract]

Lord Sandwich allso desires to inform your Majesty that the Ordnance Board (as he is informed by Mr Wilkinson the Agent for transports) recieved an anonimous letter to the same purpose as that written to Captain [Archibald] Dickson,[2] before the *Hope* Storeship sailed from Portsmouth; in consequence of which they sent orders that the passenger who had been mentioned as in connection with the rebels, should be sent on shore and not be allowed to proceed in the Storeship to America.

Mr Wilkinson who is employed as a broker for transports by the Navy Board, is allso employed by the Ordnance, and let the *Hope* to that department.

July 10*th*: [1776] 4. P:M:

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1. Fortescue, ed., *Correspondence of George III,* III, 388–89.
2. Captain of H. M. S. *Greyhound,* under whose convoy the powder ship *Hope* sailed for America. See Volume 5 for capture of *Hope* by Washington's schooner *Franklin.*

Public Advertiser, WEDNESDAY, JULY 10, 1776

London [July 10].

All the Ships at Barbadoes, homeward bound, wait there for the Arrival of Men of War from England to convoy them home, they not daring to stir on account of the Multiplicity of American Privateers.

VERGENNES TO M. DE CLUGNY[1]

[Extract] Versailles, 10 July 1776

It seems to me, Sir, that our political interest, as well as our commercial interest, requires that we treat favorably the Americans who frequent our ports; indeed, if they succeed in establishing the freedom of their trade, they will have already developed the habit of dealing with our merchants, and if they fail, we will have entertained with them, at least momentarily, a trade exchange which is obviously to our advantage. Therefore I think, Sir, that we are in the position to show the greatest marks of favor to the American vessels and that the circumstances in which they find themselves should exempt them from the rigor of the decree of 1701 as well as from the decision of the Council of 1742. This last point presents less drawbacks since the English Colonists can only import their own produce into our country and since they have almost no merchandise or industrial products to bring us; but whatever their imports may be, I believe not only that we should not forbid them, but on the contrary, that it is advisable to relax the duties that we may be in a position to require from them. I also believe, Sir, that it would be proper to allow the Americans to export by way of other foreign vessels the articles which we could not admit: this is the method followed in England; besides the advantages it presents to the Americans, it may help to establish a store between the English Colonies and the European nations that need their products. . . . I think it would be necessary to take all the precautions that prudence might suggest so that our motives and our views and even our procedures remain hidden from the English; in this respect, I can only rely entirely upon the instructions which you will deem proper to issue.

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[1] AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy. De Clugny was Controller General of Finance.

11 July

Lords Commissioners, Admiralty, to Captain William Shackerly, H. M. Sloop *Spy*, Plymouth[1]

You are hereby required and directed to proceed with His Majesty's Sloop under your Command to the Harbour of St Johns or to such other Port in the Island of Newfoundland as you shall learn Vice Admiral [John] Montagu may be at; and upon joining him you are to deliver to him the inclosed Pacquet and follow his orders for your further proceedings. Given &c the 11th of July 1776

By &c. P:S: Sandwich C: Spencer H: Palliser

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[1] PRO, Admiralty 2/101, 223.

London Chronicle, Tuesday, July 9 to Thursday, July 11, 1776

London [July 11].

Two bombs, on the same plan as the *Swiftsure,* which was launched a few days ago at Blackwall-dock, are contracted for by Government, to be built in a private dock-yard.

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12 July

M. Garnier to Vergennes[1]

[Extract] London, 12 July 1776

The English Ministers no longer mention our Armaments to me; but I have heard that they are becoming alarmed. Some of their confidants claim even that the differences with Portugal depend upon the war with the Colonies, that is to say they consider this discussion as a pretext that will be used according to the state of affairs; that, if England meets with rapid success in America, the Portuguese affair will settle down, whereas in the opposite case, it would determine general war. This smacks too much of metaphysics and I don't believe it is the opinion of the English Ministers. I would think rather that Portugal is trying to spread this notion. However far from the truth it may be, I would not be surprised if it made proselytes in the system now favored here whereby Spain wants war and we shall not fail on our side to take advantage of the distress which afflicts England.

The second Hessian division was forced by adverse winds to enter the harbor of Plymouth on the 6th inst. . . .

The Treasury is presently commissioning on the Thames 25 Vessels of 120 to 400 tons carrying from 4 to 10 guns, without any fixed number of crew. Our Correspondent in Deptford informs us that they take as many as they can find; and that the number of these Vessels which are to carry supplies from Ireland to America is still to increase. It is probable that, unable to provide convoys to all the Vessels that sail singly to America, the Government felt the necessity to enable them to defend themselves. At least, it is the most natural explanation and it is also my opinion. However, if we wished to look at the dark side of things, it would not be difficult to regard all these preparations as some dreadful plan capable to arouse the attention of the neighboring Powers since, if need be, all these Vessels could soon become as many Privateers.

I have just learned at this instant that a City Merchant received intelligence that the Ship on which Doctor Irwin [Charles Irving] had sailed to found a new Establishment on the Mosquito Coast in the Gulf of Honduras was captured by two Spanish Coast-Guard vessels in the mouth of the Black River.[2]

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1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.
2. The vessel was the sloop *Morning Star* captured on April 30, 1776. See Volumes 4 and 5.

GIAMBATTISTA PIZZONI TO HIS GOVERNMENT IN VENICE[1]

[Extract] London, 12 July 1776

. . . What is certain on the side of the Americans is their activity at sea and the ships of the Crown they are capturing. They recently seized three transports, one of which named the *Hope* had a cargo of one thousand carbines, much powder and other munitions; so even if the abovementioned declaration by Congress were not true, these operations make it evident their determination to resist the strength of England.

The other day the 74-gun warship *Marlborough,* one of the eighteen assigned to guard duty in the ports of these kingdoms, burned its main deck and its entire hull warped when fire broke out in three barrels of gunpowder. . . .

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1. Papers of the Senate, ASV.

Public Advertiser, FRIDAY, JULY 12, 1776

London [July 12].

The following is the purport of the intelligence received by Captain Furse, who left Boston the 1st of June, 1776, and arrived at Bristol after a passage of thirty days: . . . The *Alfred, Columbus,* and a brig, part of Commodore Hopkins's Fleet, arrived from New London at Newport the 29th of April. Both those harbours are now fortified. At Philadelphia a vast supply of arms, ammunition, and stores of every kind, have been received lately; not less than 300 tons of powder, and full 10,000 stand of arms, were imported in one month.

13 July

London Chronicle, THURSDAY, JULY 11 TO SATURDAY, JULY 13, 1776

London [July 13].

Letters from Lisbon, brought by the *Camberwell,* Capt. Forbes, mention, that on the 29th of June, four ships from America arrived at that port, which had brought valuable cargoes. They were ordered to traffic for musquets, powder, &c.

On the 7th instant arrived at Torbay his Majesty's ship *Daphne,* with 12 sail of transports under convoy for America.

DR. BARBEU DUBOURG TO VERGENNES[1]

[Extract]

My lord, Paris, this 13th of July 1776

I saw M de Beaumarchais this morning, and following your express authorisation, I gladly conferred with him without reservation. Everyone knows his good sense, his talent, and no one gives more credit than myself for his honesty, his discretion, his zeal for everything that is great and good; I believe he is one of the men best suited to political negotiations, but perhaps at the same time least suited to the business of trade. He likes ostentation, he is said to support young ladies, he passes for a spendthrift finally, and there is not a single merchant or manufacturer in France who does not entertain this notion about him and does not hesitate a great deal to do business with him.

Therefore, I was quite surprised when he informed me that you had instructed him not only to advise you but also to center around him alone the whole and the detail of all trade operations for the export as well as the import either of war ammunition or usual goods, from France to the united Colonies, and from the Colonies to France, the management of all the business, the determination of prices, the settlement of deals, the contracts and the collections to be made, the debts to be paid off &ca. I agreed with him that it might ensure somewhat better the secrecy of all these operations, but I objected to him that by taking hold of all this immense traffic and by excluding completely people who had gone to such an expense, endured so much fatigue and run so many risks at the service and by order of Congress, he would give them good reason to shout monopoly and deeply wrong them, whereas they deserved quite a different fate.[2] He told me that this would not cause any prejudice to them and made full use of his eloquence to prove it to me after a fashion. I confess that these particular motives would not weigh heavily enough in the balance against the necessity for secrecy in such a critical conjuncture; but may I doubt whether there are not other means, whether there are not even better means to ensure this important secrecy, because assuredly M.de Beaumarchais, with all the resources of his genius, could not do without employing at the same time many subordinate agents who would always be less discreet than merchants whose chief aim is to conceal their speculations and to distrust continually every one. But I shall return to my first and most important reflection and I beg you, My lord, to give it all your consideration. There may be a hundred, perhaps a thousand persons in France who, although much less talented than M. de Beaumarchais, could better serve your views while inspiring more confidence to those with whom they would deal in trade, either French or American, in the cities, the ports, the factories &ca. . .[3]

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1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.
2. Dubourg was pleading the cause of Penet & Pliarne, who recently had formed a partnership with M. Gruel, a prominent merchant in Nantes. Penet and Pliarne came to America in 1775, and had made contracts with Nicholas and John Brown in Rhode Island and with the Secret Committee of the Continental Congress. Penet returned to France, but his partner remained as the American representative.
3. Beaumarchais, shown this letter by Vergennes, replied to Dubourg with cutting sarcasm on July 16. Stevens, ed., *Facsimiles,* No. 882.

15 July

Public Advertiser, MONDAY, JULY 15, 1776

London [July 15].

The Sloop *St. Peter,* of New-York, under Dutch Colours, from St. Ustatia to Amsterdam with Tobacco, Sugar and Rum, is taken by the *Dolphin* Cutter, Capt. Miller, and brought into Cowes.

They write from Boston, that the Privateers yet at Sea are mostly small; but there are a great many on the Stocks, which will be soon launched, to carry from 16 to 24 Guns; and several Frigates are building, and some of them near finished, in different Parts on the Continent, for the public Service, which will mount from 36 to 44 Guns.

There is a very advantageous Trade carried on from New England, which in fact is at the general Risque, as they insure for each other; and although several of their Vessels are taken, they nevertheless find it very beneficial, as nine out of ten escape; and it is said the same good Fortune attends the Adventurers in other Colonies; the Value of the Vessels, and the Cargoes taken from them is trifling, whereas those they take are worth more in Proportion than ten to one. In short, their Success is so pleasing, that in consequence the Spirit for Privateering is so prevelant, that they intend the West-Indies, and other Parts, shall swarm with them next Winter.

Advise is received by the *London,* Hall, which is arrived at Brightelmstone from Tobago, that the American Privateers swarm about every Island in order to intercept our homeward-bound Ships, and that many Vessels which have been loaded for some Time are fearful of sailing till they can procure a Convoy to England.

The following letter was received on Saturday from Mr. Charles Barns, Commander of the Snow *Blake,* in the Service of Government, dated Cadiz Bay, June 20. – "Yesterday Morning I chased an American Ship, of about

250 Tons, into this Bay, but cannot take her, it being a Foreign Port. I never was more surprised in my Life, when I found there were three American Privateers riding here at single Anchor, and a Number of their Merchant Vessels loading and unloading at their Quays. . . ."

16 July

Public Advertiser, FRIDAY, JULY 19, 1776

York, July 16.

By a letter from Liverpool we are informed, that the Fleet which plundered the Island of New Providence, consisted of seven Sail, Commodore Hopkins, Commander, viz. two Ships of 30 Guns each; two Brigantines of 14 Guns; one Sloop of 12 Guns, and one of six Guns; and one Schooner of Eight Guns. They took Governor Brown and Secretary Babbedge [James Babbidge] Prisoners, and a Mr. Irvin [Thomas Irving] belonging to Charles-Town, all of whom were in the Fleet when they engaged the *Glasgow* Man of War. The Colours of the American Fleet were striped under the Union with 13 Strokes, called the Thirteen United Colonies, and their Standard a Rattle Snake, – Motto, "Don't tread upon me."

17 July

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN RICHARD SMITH, H. M. S. *Lark,* SPITHEAD[1]

You are hereby required and directed, to proceed with his Majesty's Ship under your command to Corke, and upon your arrival there, you are to make enquiry for, and take under your Convoy such Ships laden with Provisions for the use of the Army under the command of General Howe, as may be ready to accompany you, and putting to Sea with the first opportunity of Wind and Weather make the best of your way with them to Halifax in Nova Scotia, where you are to leave them, unless the Commanding Officer of His Majesty's Land Forces there, shall desire you to Convoy them to the place where Genl Howe with the Army may be, in which case, you are to do so, and then proceed to join Lord Howe wherever he may be, and follow His Lordships Orders for your further proceedings; But, if the Victuallers remain at Halifax, you are in that case to make the best of your way to join Lord Howe & follow his Orders as above directed.[2]
Given &c. the 17th July 1776.

Sandwich Palmerston H. Palliser

By &c. G. J.

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[1] PRO, Admiralty 2/101, 231–32.

[2] *Ibid.*, 232–33, this date the Admiralty informed Admiral Howe that the *Lark* was being placed under his command.

Lords Commissioners, Admiralty, to Lieutenant Benjamin Bechinoe, R.N.[1]

Whereas We think fit that you shall command His Majesty's Storeship the *Elephant;* You are hereby required and directed to take upon you the Charge & Command of her accordingly, her Officers & Company being hereby strictly required to observe & follow your Orders; And, you are carefully to observe & follow the General Printed Instructions, and such Orders & Directions, as you shall from time to time, receive from Us, or any other your Superior Officer for His Majesty's Service.

And, whereas We have ordered the said Storeships to be fitted & stored for a Voyage to North America, mann'd with Forty Men, agreeable to the annexed Scheme, and Victualled for Six Months with all Species of Provisions except Beer, of which she is to have as much as she can conveniently stow, and to be supplied with a proportion of Wine or Spirits, in lieu of the remainder; You are hereby further required & directed to use the utmost dispatch in getting her ready for the Sea accordingly, and in receiving on board such Stores as the Navy Board may have to send to Halifax, and then falling down to Galleons Reach, take in her Guns & Gunners Stores at that place, & proceed to the Nore for further Orders.

Given the 17th July 1776.
To Lieut Bukinoe hereby appointed to
command His Majts Storeship the *Elephant*
at Deptford

J Buller
Palmerston
C: Spencer

By &c P. S.

Scheme.

1. Lieutenant
1. Master –
1. Midshipman
1. Clerk & Steward
1. Boatswain –
1. Gunner
1. Carpenter
1. Surgeon –
1. Servant to the Lieut
1. Ditto —— Master
30. Able Seamen.
40.

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[1] PRO, Admiralty 2/101, 233–35.

18 July

Philip Stephens to Commodore William Hotham, R.N.[1]

Sir

18 July 1776

I have communicated to my Lords Commrs of the Admty your Letter dated 5th June at Sea giving an Account of the progress you had made in your Voyage, with His Majesty's Ships under your Convoy (except the *Malaga* which had Parted Company) and acquainting their Lordships that the Captain of the *Jersey* had been obliged to cut away the Bower Anchors in a small Gale and to throw the Flatt bottom'd boat over board to relieve the Ship in her Complaint. I am &c

P. S –

Commodore Hotham on board the
Preston in North America By the *Lark* at Portsmouth

1. PRO, Admiralty 2/552, 297.

Beaumarchais to Silas Deane[1]

18th July 1776

I don't know, sir, if you have any body with you, whom you may trust for translating the French letters, which treat on important affairs. On my part I shall not be able to treat with security in English, till after the return of a person whom I expect at this moment from London, and who will be an interpreter between us, meanwhile I have the honor to inform you, that I had for some time past, the desire of helping the brave Americans to shake off the English yoke. I have already tried several means to open secret and sure correspondence between the general Congress and a house which I am about to establish on that occasion; I shall exert my endeavors to provide the continent either by way of our West Indies or straight from here if possible, all such articles which the Americans shall be in need of, and which they can not any more get from England. I have already mentioned my plan to a gentleman in London who pretends to be much attached to America,[2] but our correspondence, since I left England having been carried on with difficulty and in ciphers, I have received no answer to my last, in which I tried to fix some terms for that great and important affair.

But since you are vested with a character which permits me to have confidence in you, I shall be very glad to begin anew, in a manner more certain and more regular, a negotiation which was before but touched on. My means are not very considerable, but they may be much increased if we can establish together, a treaty of which the conditions shall be honorable and advantageous and the execution of the same shall be exact.

I can not grant either to Mr. Dubourg or to anybody else, the confidence of speaking freely of my plan; but when you have compared the nature of the offers which shall be made to you from every quarter, to the disinterested zeal which attaches me to the cause of America, you will perceive what difference there is between treating with common merchants and on the hardest terms, and the good fortune of meeting with a generous friend who shall think himself happy in proving to your nation, and to you, its secret representative, how truly he is devoted to them. I am sir, Your &c. &c.

(signed) Caron de Beaumarchais.

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[1] State Papers, House Document No. 111, appendix, 15th Congress, 1st session, 24–25, NA.

[2] Arthur Lee.

19 July

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS, PORTSMOUTH[1]

Sr 19th July 1776

I have communicated to my Lord Commrs of the Admty your Letter of the 17th Inst informing them that having intelligence of two Vessels being at Guernsey belonging to some of His Majts Rebellious Subjects in No America you have given Orders to Lt Mainwaring Commg the *Meredith* (either to call in the way to his Station & Seize any Vessels he may meet with at that Island agreable to the above information; And I am commanded by their Lordships to acquaint You that they approve of what you have done I am &c

P S

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1. PRO, Admiralty 2/552, 301.

Public Advertiser, FRIDAY, JULY 19, 1776

London [July 19].

Advice is received from St. Maloes, that the Americans carry on a very extensive trade to that place; that no less than seven vessels arrived there the first week in June, and at the time the account came away, there were four more just arrived.

The certain accounts daily received of the many captures made by the American privateers, have roused the Underwriters from their lethargy; the Ministry have lulled them a long time with a notion, that the Americans had very few privateers out; and those were of such small force, that a merchant ship which carried a few guns might beat them off; but behold they are convinced, to their great cost, that they have been led into an error; for that the Americans are very powerful at sea; that some of the privateers carry guns enough to engage the largest frigate we have; and it is well known that New-England produces as fine and brave sailors as Old England.

The ministerial gentry in the City have taken great pains to stifle the report of four Jamaica ships being taken by the Provincial privateers, and have prevailed on many to give no credit to it. On the other hand, others believed, that it would not have been entered in New Lloyd's book, without they had some foundation for it.

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20 July

LORD GEORGE GERMAIN TO COMMODORE MARRIOT ARBUTHNOT, HALIFAX[1]

[Extract] Whitehall 20th July 1776

I understand that some Rebel Traders in the New England Provinces have established a Correspondence and are forming Connexions with certain ill affected persons in Nova Scotia through whom they expect to receive Supplies of Merchandize from England and that there is now a Vessel loading in the River upon this Account, The Ship is owned and commanded by Malachy Salter and proposed to be cleared out for Halifax, but the greatest part of her Cargo is supposed to be intended to be privately sent from thence to Boston or some neighbouring Port in that Province; Proper Orders are given for a strict examination of her Papers before she sails from hence; but as it is possible they may have taken their measures so as to elude detection here, we must rely upon your vigilance and that of the other Servants of the Crown in their several Departments for preventing any Merchandize being carried to the Rebellious Colonies from Nova Scotia, and for an exact and strict execution of the Act for prohibiting all Trade and Intercourse with them.

1. PRO, Colonial Office, 217/52, DAC Photocopy.

Public Advertiser, SATURDAY, JULY 20, 1776

London [July 20].

Letters from Barbadoes, dated the 5th of June, mention that six American Whale Fishing Ships were taken off that Island by a Man of War, who carried off five of them to Antigua, where they are since safe arrived; we have received no Intelligence of the other.

The *St. James,* Captain Wilson, from Jamaica, for Bristol, one of the Ships that was reported to have been taken by the Provincials, was spoke with clear of the Gulph the 17th of May.[1]

[1] The *St. James* was taken by the South Carolina brigantine *Comet.* The prize grounded running into Charleston, was boarded by a party from H.M.S. *Sphynx* and destroyed. See Volume 5.

"EXTRACT OF A LETTER FROM PLYMOUTH, JULY 20."[1]

Yesterday in the afternoon, the wind coming round, Capt. [Charles] Fielding in his Majesty's ship the *Diamond,* with two other men of war, and all the transports under their convoy, that have been windbound here for some time, all sailed for America.

[1] *London Chronicle,* July 23 to July 25, 1776.

SILAS DEANE TO BEAUMARCHAIS[1]

Sir, [Paris] July 20th, 1776

In compliance with your request at our interview of yesterday, I send you inclosed copies of my commission, and an extract from my instructions which will fully satisfy you of my being authorized to make the purchases I have applied to you for. To understand this extract, it is necessary to inform you that I was ordered to make my first application to the ministers and to procure the supplies wanted of them by way of purchase or loan; and in case the credit or influence of Congress should not be such under the present circumstances to obtain them from that quarter, I was instructed then to apply elsewhere. My application to the minister and his answer I have already acquainted you with. With respect to the credit which will be required for the goods and stores which I propose to engage of you, I hope that a long one will not be necessary. Twelve months has been the longest credit my countrymen have ever been accustomed to, and Congress having engaged large quantities of tobacco in Virginia and Maryland, as well as other articles in other parts, which they will ship as fast as vessels can be provided; I have no doubt but very considerable remittances will be made within six months from this time and for the whole within a year; this I shall in my letters urge Congress to do. But the events of war are uncertain, and our commerce is exposed to be affected thereby: I hope, however, that at least such remittances will be made you, that you will be able to wait for whatever sum may remain due after the credit we shall agree on is expired, having the usual interest allowed you.

I send you also an invoice of the clothing and of many articles of the furniture and stores necessary for our army, in which I can not be so particular at present, as it will be necessary to be hereafter in case you undertake it; but as the articles for the uniforms can at this time be ascertained as well as ever, I have made out a detail of them; though my instructions speak of but 100 brass cannon, and of arms and clothing for 25,000 men, yet considering the importance of the articles to America, I shall, (if to be obtained) venture in a larger quantity, the probability of some part being taken, with other circumstances, will, I think, fully justify me therein. But it is improper to add on this subject until you resolve whether you will undertake, and on the terms, which I presume you will do. As soon as you shall have obtained a translation of this and the enclosed, I will do myself the honor of waiting on you; In the mean time, I am, with the utmost respect and attachment, Sir, [&c.]

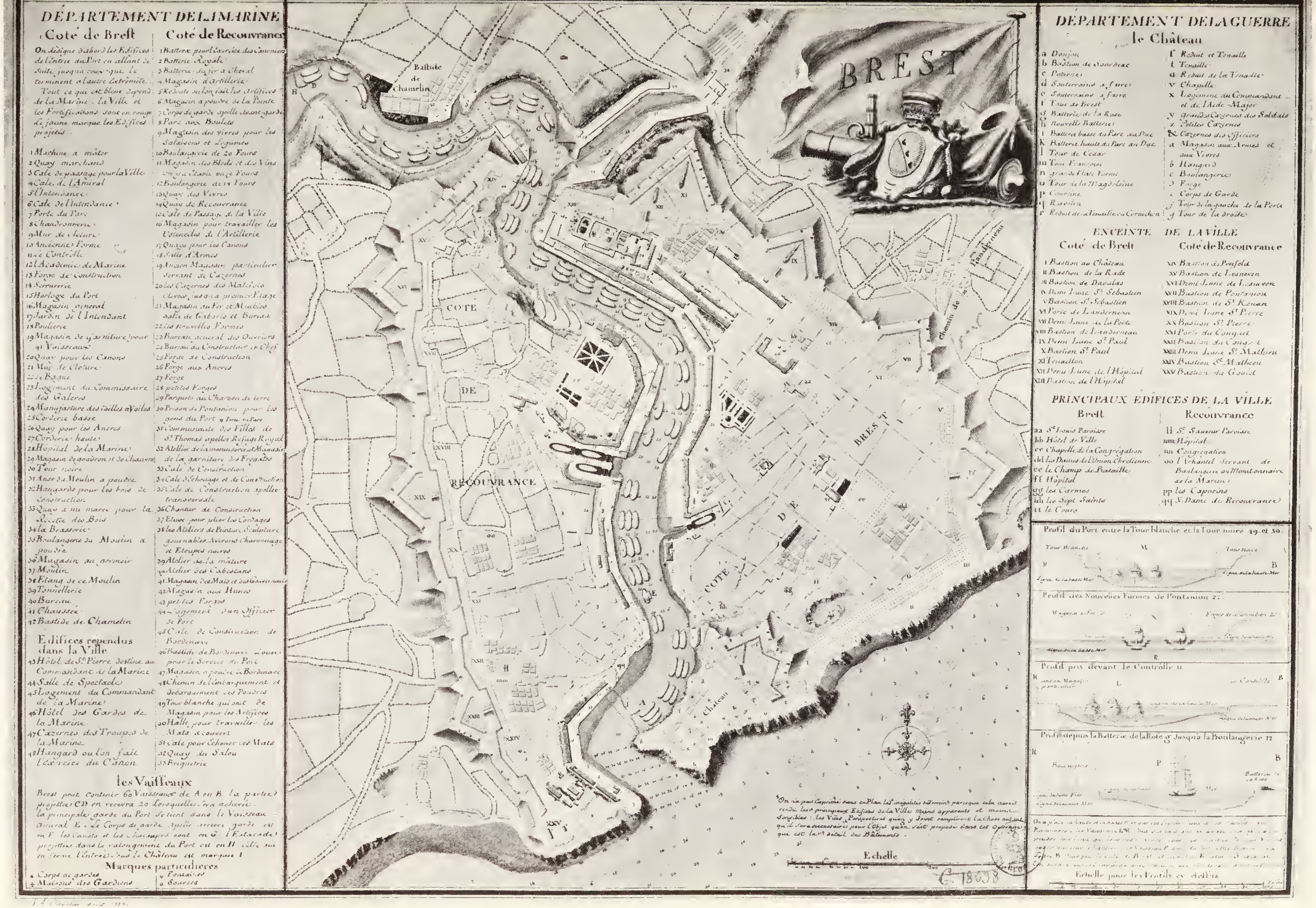
Silas Deane.

1. State Papers, House Document No. 111, appendix, 15th Congress, 1st session, 25–26, NA.

Silas Deane to the Committee of Secret Correspondence[1]

[Extract] Paris, [July 20, 1776][2]

I wrote you every material occurrence to the time of my leaving Bordeaux, and sent duplicates by Captains Palmer, Bunker, and Seaver, one of which you will undoubtedly have received before this comes to hand. I left that city on the last of June and arrived here the Saturday following, having carefully attended to everything in the manufacturing or commercial towns in my way; which, indeed, are neither numerous nor of great consequence. I spent at Angouleme a day in viewing what, as to manufactures alone, deserves attention on the journey — the foundry for cannon, where the greatest part of those used in the kingdom are manufactured. The cannon are cast solid, after which they are put as in a turner's lathe and bored



DÉPARTEMENT DE LA MARINE

Coté de Brest

On désigne d'abord les Edifices de l'Entrée du Port en allant de Suite jusqu'a ceux qui le terminent a l'autre Extrêmité.

Tout ce qui est bleu dépend de la Marine. la Ville et les Fortifications sont en rouge. Le jaune marque les Edifices projetés.

1 Machine a mâter
2 Quay marchand
3 Cale de passage pour la Ville
4 Cale de l'Amiral
5 l'Intendance
6 Cale de l'Intendance
7 Porte du Parc
8 Chaudronnerie
9 Mur de clôture
10 Anciennes Forme
11 le Contrôlle
12 l'Academie de Marine
13 Forge de Construction
14 Serrurerie
15 Horloge du Port
16 Magasin general
17 Jardin de l'Intendant
18 Poulierie
19 Magasin de garniture pour 41 Vaisseaux
20 Quay pour les Canons
21 Mur de Clôture
22 le Bagne
23 Logement du Commissaire des Galeres
24 Manufacture des toilles a Voiles
25 Corderie basse
26 Quay pour les Ancres
27 Corderie haute
28 Hôpital de la Marine
29 Magasin de goudron et de chanvre
30 Tour noire
31 Anse du Moulin a poudre
32 Hangards pour les bois de Construction
33 Quay a mi marée pour la Recette des Bois
34 la Brasserie
35 Boulangerie du Moulin a poudre
36 Magasin au germoir
37 Moulin
38 Etang de ce Moulin
39 Tonnellerie
40 Bureau
41 Chaussée
42 Bastide de Chamelin

Edifices répendus dans la Ville

43 Hôtel de St Pierre destiné au Commandant de la Marine
44 Salle de Spectacle
45 Logement du Commandant de la Marine
46 Hôtel des Gardes de la Marine
47 Cazernes des Troupes de la Marine
48 Hangard ou l'on fait l'Exercice du Cânon.

Coté de Recouvrance

1 Batterie pour l'exercice des Canoniers
2 Batterie Royale
3 Batterie du fer a Cheval
4 Magasin d'Artillerie
5 Redoute ou l'on fait les Artifices
6 Magasin a poudre de la Pointe
7 Corps de garde apellé Avant-garde
8 Parc aux Boulets
9 Magasin des vivres pour les Salaisons et Legumes
10 Boulangerie de 20 Fours
11 Magasin des Bleds et des Vins on y a établi onze Fours
12 Boulangerie de 14 Fours
13 Quay des Vivres
14 Quay de Recouvrance
15 Cale de Passage de la Ville
16 Magasin pour travailler les Ustenciles de l'Artillerie
17 Quays pour les Canons
18 Salle d'Armes
19 Ancien Magasin particulier servant de Cazernes
20 les Cazernes des Matelots élevées jusqu'au premier Etage
21 Magasin au Fer et Meubles salle de Gabarits et Bureau
22 les nouvelles Formes
23 Bureau general des Ouvriers
24 Bureau du Constructeur en Chef
25 Forge de Construction
26 Forge aux Ancres
27 Forge
28 petites Forges
29 Parquets au Charbon de terre
30 Prison de Pontanion pour les gens du Port [illegible]
31 Communauté des Filles de St Thomas apellée Refuge Royal
32 Attelier de la menuiserie et Magasin de la garniture des Fregates
33 Cale de Construction
34 Cale d'Echouage et de Construction
35 Cale de Construction apellée transversale
36 Chantier de Construction
37 Etuve pour plier les Cordages
38 les Ateliers de Peinture Sculpture gournables Avirons Charonnage et Etoupes noires
39 Atelier de la mâture
40 Atelier des Cabestans
41 Magasin des Mats et des [illegible]
42 Magasin aux Hunes
43 petites Forges
44 Logement d'un Officier de Port
45 Cale de Construction de Bordenave
46 Bastide de Bordenave Louée pour le Service du Port
47 Magasin a poudre de Bordenave
48 Chemin de l'embarquement et débarquement des Poudres
49 Tour blanche qui sert de Magasin pour les Artifices
50 Halle pour travailler les Mats a couvert
51 Cale pour Echouer les Mats
52 Quay du Salou
53 Briqueterie

les Vaisseaux

Brest peut contenir 60 Vaisseaux de A en B, la partie projettée CD en recevra 20 Lorsqu'elle sera achevée. la principale garde du Port se tient dans le Vaisseau Amiral E. Le Corps de garde apellé arriere garde est en F. les Canots et les Chaloupes sont en G. l'Estacade projettée dans le ralongement du Port est en H. celle qui en ferme l'Entrée sous le Château est marquée I

Marques particulieres

• Corps de gardes
+ Maisons des Gardiens
∘ Fontaines
∘ Sources

DÉPARTEMENT DE LA GUERRE

le Château

a Donjon
b Bastion de Sourdeac
c Poternes
d Souterrains a faire
e Souterrains a faire
f Tour de Brest
g Batterie de la Rose
h Nouvelle Batteries
i Batterie basse du Parc au Duc
k Batterie haute du Parc au Duc
l Tour de Cesar
m Tour Française
n grande Plate Forme
o Tour de la Magdelaine
p Courtine
q Ravelin
r Reduit de la Tenaille ou Cornichon
s Reduit et Tenaille
t Tenaille
u Reduit de la Tenaille
v Chapelle
x Logement du Commandant et de l'Aide-Major
y grandes Cazernes des Soldats
z Petites Cazernes
& Cazernes des Officiers
a Magasin aux Armes et aux Vivres
b Hangard
c Boulangerie
d Forge
e Corps de Garde
f Tour de la gauche de la Porte
g Tour de la droite

ENCEINTE DE LA VILLE

Coté de Brest

I Bastion au Château
II Bastion de la Rade
III Bastion de Daoulas
IV Demi Lune St Sebastien
V Bastion St Sebastien
VI Porte de Landerneau
VII Demi Lune de la Porte
VIII Bastion de Landerneau
IX Demi Lune St Paul
X Bastion St Paul
XI Tenaillon
XII Demi Lune de l'Hôpital
XIII Bastion de l'Hôpital

Coté de Recouvrance

XIV Bastion de Penfeld
XV Bastion de Lesneven
XVI Demi Lune de Lesneven
XVII Bastion de Pontanion
XVIII Bastion de St Renan
XIX Demi Lune St Pierre
XX Bastion St Pierre
XXI Porte du Conquet
XXII Bastion du Conquet
XXIII Demi Lune St Mathieu
XXIV Bastion St Mathieu
XXV Bastion du Goulet

PRINCIPAUX EDIFICES DE LA VILLE

Brest

aa St Louis Paroisse
bb Hôtel de Ville
cc Chapelle de la Congrégation
dd les Dames de l'Union Chretienne
ee le Champ de Bataille
ff Hôpital
gg les Carmes
hh les Sept Saints
ii le Cours

Recouvrance

ll St Sauveur Paroisse
mm Hôpital
nn Congrégation
oo l'Arsenal servant de Boulangerie ou Munitionnaire de la Marine
pp les Capucins
qq N. Dame de Recouvrance

Profil du Port entre la Tour blanche et la Tour noire 49 et 30.

Profil des Nouvelles Formes de Pontanion 22.

Profil pris devant le Contrôlle 11

Profil depuis la Batterie de la Rose g Jusqu'a la Boulangerie 12

[illegible]

Echelle pour les Profils cy dessus

*On n'a pu exprimer dans ce Plan les inegalités du terrain parceque cela auroit rendu les principaux Edifices de la Ville moins apparents et moins Sensibles; les Vües Perspectives qu'on y joint rempliront la chose autant qu'il sera necessaire pour l'Objet qu'on s'est proposé dans cet Ouvrage qui est le detail des Bâtiments.

Echelle

C. 18038

out and the outside smoothed and turned at pleasure. They can bore and complete a twelve-pounder in one day in each lathe, which takes four men only to work. The workmen freely showed me every part of their furnace and foundry. On Monday after my arrival I waited on my bankers, and found that Mr. [Edward] Bancroft had arrived the same day with me, Mr. Thomas Morris and M. Venzonals[3] about ten days before. I waited on M. Dubourg and delivered him Dr. Franklin's letter, which gave the good gentleman the most sincere and real pleasure.

M. Penet, on his arrival in Paris, waited on M. Dubourg, showed him a copy of his contract with the committee of Congress, and told him he had letters from Dr. Franklin to him, but had left them on the road or at Rotterdam through fear of a search. He told M. Dubourg, to whom he was a perfect stranger, so many particular circumstances that he could not doubt of his sincerity, and in consequence he embarked in his affairs to a large amount. Five or six weeks have now passed without the arrival of the letters said to be left on the road. Arms, powder, etc. to a large sum were in readiness, when my arrival gave him confidence that I would take the burden off him, as he doubted not that my credentials would be explicit. I saw immediately the arrangement of the whole, and that M. Penet had returned to France (copy of the contract excepted) almost as empty-handed as he came to Philadelphia, yet had found means to collect a very considerable quantity of stores, part of which he had actually shipped. This circumstance gave me hopes; yet I found that it would now be expected I should become responsible for the articles, which embarrassed me much, since to detain them would be quite disagreeable, and to step out of my own line and involve myself with Messrs. Plairne and Penet's contract would be equally so.

M. Penet had somehow got intelligence of my being in France and that I was expected at Paris; he therefore waited for me, and I saw him the next day at my hotel, when he complained of want of remittances, and desired me to pledge my credit for the stores, which I waived in the best manner I could, for I saw the consequences might involve me in many difficulties and frustrate my greater designs. I therefore told him I would certify to the merchants, if necessary, that the Congress would pay for whatever stores they would credit them with; and in the mean time advised him to proceed strictly agreeable to the letter of the contract, and I was positive that the Congress would fulfill their part of it. I finally satisfied both him and M. Dubourg, and he parted for Nantes to ship the goods the next day. I must do him the justice that is his due: he has been indefatigable in the business; his heart seems to be entirely in it and I believe him honest; but his connections, either commercial or political, are not of themselves equal to such an undertaking; but the cause he was employed in had in a great measure, I found, supplied this deficiency, which was to me a favorable appearance.

M. Dubourg told me that the ministers would not see me, as they meant to be quite secret in any countenance they gave the United Colonies, and that my arrival in France was already known in London, in consequence of which Lord Stormont arrived express but a few days before and had applied to the court on the subject. I showed him my commission and told him I was determined to apply; for every circumstance, in my opinion, was favorable instead of otherwise. On this he wrote a letter to Count de Vergennes, asking liberty to introduce me the Thursday following, on which day I went to Versailles, and, though the letter had not been delivered to his excellency, yet he gave us immediate admission. Fortunately his chief secretary spoke English well, by which means I had an opportunity of conversing freely with him on the subject of my commission for two hours, and was attentively and favorably heard by him and was asked many questions, which shows that the American disputes had been, and still were, a principal object of attention. I pursued nearly the line marked out by my instructions, stating the importance of the American commerce and the advantages Great Britain had received from a monopoly of it. That, all intercourse ceasing between the two countries, the Colonies had considered where they might dispose of that produce which they necessarily had so large a surplus of, and receive for their raw or first materials the various manufactures they wanted. That they first turned their eyes on France as the best country on Europe for them to be connected with in commerce. That I was purchasing a large quantity of manufactures, for which I expected to pay the money, and that I would want a quantity of military stores, for which remittances would be made. That I doubted not the Colonies had before this declared independency, and that I should soon receive instructions, in consequence, more full and explicit; that in the mean time they were very anxious to know how such a declaration would be received by the powers in Europe, particularly by France, and whether in such case an ambassador would be received from them, etc.?

To which he replied that the importance of the American commerce was well known, and that no country could so well supply the Colonies, and in turn receive their produce, as France; it was therefore the interest of both to have the most free and uninterrupted intercourse, for which reason the court had ordered their ports to be kept open and equally free to America as to Britain. That, considering the good understanding between the two courts of Versailles and London, they could not openly encourage the shipping of warlike stores, but no obstruction of any kind would be given; if there should, as the custom houses were not fully in their secrets in this matter, such obstructions should be removed on the first application. That I must consider myself perfectly free to carry on any kind of commerce in the kingdom which any subject of any other state in the world might, as the court had resolved their ports should be equally free to both parties. That I was under his immediate protection and should I meet with any difficulty, either from their police, with the rules of which he supposed me unacquainted, or from any other quarter, I had but to apply to him and everything should be settled. That as to independency, it was an event in the womb of time, and it would be highly improper for him to say anything on that subject until it had actually taken place; meantime, he informed me that the British ambassador knew of my arrival, and therefore advised me not to associate with Englishmen more than I was from necessity obliged, as he doubted not I should have many spies on my conduct.

I then told him the precautions I had taken, and should persevere in, in coming from Bermuda, and that I did not mean in public to pass for other than a merchant from the Island on speculation during the present cessation of commerce in America; but, at the same time, I told his excellency that I was well assured it was known in London that I was coming long before I arrived in Paris, and I doubted not they conjectured my errand; but at the same time I should take every precaution in my power, and most sincerely thanked him for his protection and assistance so generously offered, which he might depend I would never abuse. He was pleased with my having come by Bermuda and passing as an inhabitant of that island, and said if questioned he should speak of me in that character. He then asked me many questions with respect to the Colonies, but what he seemed most to want to be assured of was their ability to subsist without their fisheries and under the interruption of their commerce. To this I replied in this manner: That the fisheries were never carried on but by a part of the Colonies, and by them not so much as a means of subsistence as of commerce. That, the fisheries failing, those formerly employed in them turned part to agriculture and part to the army and navy. That our commerce must for some time be in a great measure suspended, but that the greater part of our importations were far from being necessaries of life, consequently we should not suffer under the want of them, whilst it was not wealth or luxuries that we were contending for. That, our commerce ceasing, it would be out of the power of our enemies to support themselves on our plunder, and on the other hand our ships, as privateers, might harass their commerce without a possibility of their retaliating. That I hoped to see a considerable marine force in the Colonies, and that, joined to the impossibility of Britain's guarding so extensive a coast, would preserve some of our commerce until it should be thought an object deserving the protection of other powers.

After many questions on this subject he put this, in which I thought he seemed interested — whether, if the Colonies declare an independency, they would not differ among themselves? To this I replied that the greatest harmony had as yet subsisted, and that I had no grounds to doubt it in future; that the common danger which first drove them into measures which must end in such a declaration would subsist, and that alone was sufficient to insure their union.

He then desired me to give his secretary my address, and said, though he should be glad to see me often, yet as matters were circumstanced his house was too public a place, but that I might put the same confidence in his secretary as in himself, to whom I might apply for advice and direction; but that whenever anything of importance occurred I need but inform him and he would see me, but on common occasions I must address the secretary, which would be every way more convenient, as he understood the English language well and was a person in whom the greatest confidence could be placed. Having settled the mode of intercourse, I expressed the sense I had of his excellency's politeness and the generous protection he had given me, and on parting said if my commission or the mode of introducing the subject were out of the usual course, I must rely on his goodness to make allowances for a new-formed people, in circumstances altogether unprecedented, and for their agent, wholly unacquainted with courts. To which he replied that the people and their cause were very respectable in the eyes of all disinterested persons, and that the interview had been agreeable.

After this I returned to Paris with M. Dubourg, whose zeal for the American cause led him to draw the most favorable consequences from this beginning. The next day, while from home, I was informed that Count Laureguais had inquired out my lodgings, immediately after which he asked leave to go for England, which was refused by the court. The same day I was informed that Sir Hans Stanley and Sir Charles Jenkinson, who I knew were at Bordeaux when I left it, were in France for the sole purpose of inquiring what agents were here from the Colonies and what commerce or other negotiations between them and the Colonies was carrying on. This alarmed my friends and as I had agreed for other lodgings, to which I was next day to remove, M. Dubourg advised me to secrete both my lodgings and name. I told him that the Count Laureguais' conduct appeared mysterious, yet I could never think of keeping myself secret, for though I should not seek these gentlemen nor throw myself purposely in their way, yet I must think it an ill compliment to Count Vergennes to suppose, after what had passed, that I was not on as good and safe footing in France as they or any other gentleman could be. However, his uneasiness made him write to the count what he had advised, who returned for answer that such a step was both unnecessary and impolitic, as it would only strengthen suspicions by giving every thing an air of mystery, while there was not the least occasion for it.

The next day I had a fresh conference with M. Dubourg, who brought me a number of memorials from officers and engineers offering their services in America, some of whom I believe deserve the utmost encouragement; but more of this hereafter. While I was casting in my mind how best to improve the present favorable crisis for supplying the Colonies, Monsieur Beaumarchais made proposals for procuring whatever should be wanted, but in such a manner as was understood by M. Dubourg to amount to a monopoly, which indeed was not his only objection for Monsieur Beaumarchais, though confessedly a man of abilities, had always been a man of pleasure and never of business; but as he was recommended by Count Vergennes, M. Dubourg could not avoid noticing him, but immediately expostulated with the count in a letter, which brought on embarrassments no way favorable, and I saw that M. Dubourg was so far from sounding the views of his superior in this manoeuver, that he was, with the best intentions in the world, in danger of counteracting his own wishes, the extent of which were to obtain the supplies of merchants and manufacturers on the credit of the Colonies, in which the strictest punctuality and most scrupulous exactness would be necessary, and which, under the present difficulties of remittance I feared would not be lived up to.

As I had learned that in the late reform of the French army they had shifted their arms for those of a lighter kind, the heavy ones, most of which were the same as new, to the amount of seventy or eighty thousand, lay useless in magazines, with other military stores in some such proportion, I apprehended it no way impossible to come at a supply from hence through the agency of some merchant, without the ministry being concerned in the matter. In such case the merchant would be accountable to the ministry and the Colonies to the merchant, by which means a greater time of payment might be given and more allowance in case of our being disappointed. With this in view, I went to Versailles on Wednesday, the 17th. and waited on M. Gerard, first secretary of foreign affairs, and presented to him the inclosed memorial, which led to a very particular conversation on the affairs of America, and which I turned finally on this subject, to which he would not then give me any immediate answer, but promised me one in a day or two. Returning to town, I found Messrs. Dubourg and Beaumarchais had a misunderstanding, the latter giving out that he could effect everything we wished for, and the former, from the known circumstances of M. Beaumarchais and his known carelessness in money matters, suspecting he could procure nothing, and the more so as he promised so largely. They parted much displeased with each other, and Mons. Beaumarchais went directly to Versailles. On M. Dubourg's coming and informing me what had passed I immediately wrote to M. Gerard the inclosed letter, and in return was desired to come with M. Dubourg the next morning to Versailles.

We went as desired, and after explaining many things to M. Gerard, had a conference with his excellency, from whom I had fresh assurances of the utmost freedom and protection in their ports and on their coasts; that, in one word, I might rely on whatever Mons. Beaumarchais should engage in the commercial way of supplies, which, indeed, was all I wished for, as I was on the safe side of the question, viz. on the receiving part. I communicated to his excellency that clause of my instructions for procuring arms, etc. of which he asked a copy. I then informed him that I considered the present as the most critical juncture of American affairs; that the campaign would undoubtedly be carried far into the winter; that supplies now shipped might arrive very seasonably in the fall to enable the Colonies to hold out the present campaign. He replied that no delay should be made by any obstruction of any officer, or others, of the customs or police. He then told me that Count Laureguais was perhaps a well-meaning man, but not sufficiently discreet for such purposes as this; that Mr. Lee (meaning Mr. Arthur Lee of London), had confided, he feared, too much in him, and wished me to caution him on the subject, and that if I would write to him he would inclose it in a letter of his by a courier that evening. I most readily embraced this safe way of corresponding, and sent a letter I had before written, with an addition on this subject, a copy of which is inclosed.

I have thus given you the heads of my negotiations to this time, July 20, and will not take up your time in making remarks on it and the prospect before me, which are obvious, but inform you of the plan I mean to pursue in the execution of my commission, and hint some methods by which I think I may be enabled to complete every part of it to your satisfaction and the relief of my country, which is all my wish and the extent of most ambitious hopes. I go on the supposition of an actual, unconditional independency, without which little can be effected publicly; with it, almost everything we can wish for.

It is by no means probable that Europe will long remain in a state of peace. The disputes between Portugal and Spain are on the point of producing an open rupture; the former relies on England; the latter will look to this kingdom, and has already applied to this court on the subject. Nothing but the division of Poland has taken the king of Prussia's attention off from the injustice done him in Great Britain at the close of the last war. He has now completed his part of that extraordinary work, and, I am well informed, listens with pleasure to the dispute between the United Colonies and Great Britain. He is ambitious of becoming a maritime power, and is already in possession of the capital ports of the Baltic; but without commerce it is impossible to effect the design, and no commerce can put him so directly in the road as the American. The consumption of coffee, sugar, and other West India productions increases fast in the north of Europe, and it must be his interest at least to supply his own dominions. In case of a war in Europe, France, Spain and Prussia might be brought into one interest, and the Emperor of Germany is too closely connected with his majesty of France to take part against them, after which, Great Britain having her whole force employed in America, there could be nothing on the one hand to prevent Spain and France from reducing Portugal to a submission to the former, nor from Prussia and France subduing and incorporating into their own dominions Hanover and the other little mercenary electorates which lie between them, and which for several centuries have been one principal cause of every war that has happened in Europe.

With respect to Russia, it is as closely allied to Prussia as to Great Britain, and may be expected to be master in the contest. Denmark and Sweden are a balance for each other and opposites. Not to enlarge on this plan at present, I have only to suggest that an application to the King of Prussia will do no harm, and may be attended with good and great consequences; the Prussian ambassador at this court and at that of London may be sounded on the subject. But my powers and instructions are so limited that I can by no means take such a step; yet when I see Great Britain exerting her whole force, and that of her allies and courting every power in Europe to aid her, I can but wish she may be counteracted in her own system, and, by having employ found for her in Europe, bring her to leave America in peace, and I think myself bound in duty to hint at what to me seems the most probable means. Dr. Bancroft was full with me in this opinion.[4]

1. Francis Wharton, ed., *The Revolutionary Diplomatic Correspondence of the United States* (Washington, 1889), II, 112–19. Hereafter cited as Wharton, ed., *Revolutionary Diplomatic Correspondence*.
2. This letter, in Wharton, bears the date August 18, 1776, which is the date Deane finished it. There were several interruptions in his writing, and the section included here, by his own comment in the letter, was written July 20, 1776.
3. There is no further reference to M. Venzonals in the diplomatic correspondence of the period, and it is possible Wharton and Jared Sparks before him, misread Van Zandt.
4. As Bancroft left Paris on July 26, 1776, the past tense reference to him would indicate that Deane was now writing after the July 20 date given in his letter.

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21 July (Sunday)

PRECIS PREPARED FOR GEORGE III OF EVENTS LEADING TO THE EXPEDITION AGAINST THE SOUTHERN COLONIES[1]

[Extract] [London, July 21, 1776][2]

Genl Clinton arrived at Cape Fear on the 12th of March, & on the 21st of July Lord George Germain received a Dispatch from him dated in Cape Fear River the 3d May, on which day the *Bristol* with the rest of The King's Ships arrived there, many of the Transports having got in a few days before.

In this Dispatch General Clinton observes, that had the embarkation taken place at the time appointed, there was great reason to believe that the intentions of Govt would have been answered — That affairs however, had lately much changed for the worse — That the well-affected Inhabitants of the back Settlements had met with a severe check near Moor's Creek, of the particulars of which he had acquainted Mr [John] Pownall by the *Cumberland* Packet, & of the consequences which followed from it. That he now begged leave to add, that by all the accounts he had since been able to collect, their Chiefs had been imprisoned, & all others who had either taken up Arms, or been suspected, had been disarmed & watched with a most jealous eye — That in this situation he apprehended no immediate success could be expected in No Carolina — & therefore for these reasons, & as they were without horses to convey their cannon, or without water carriage that they could call their own, he was of opinion that an attempt would scarcely be advisable. – That the Province of South Carolina differed very little from that of No Carolina. That the well affected there had been defeated & dispersed. That the reduction of Charles Town would be very difficult; & if effected would contribute but little to the reestablishment of order in that Province, the well affected Inhabitants of which lived all in the interior Country. That with respect to Georgia, the climate alone at that season of the year must render every attempt abortive. That under these Circumstances therefore his views would probably be directed to the Provinces bordering upon Chesapeak Bay, unless called away by orders from Genl Howe, before any thing could be effected. To these observations he adds, that he is of opinion, that any attempt to assemble the friends of Governt in any of the Provinces, without giving it a fair & full trial, would be so far from producing any salutary purposes, that it would only serve to inflame men's minds & sacrifice your friends to the rage & fury of the multitude, & therefore upon this principle, he should proceed warily during the short time it might fall to his Lot to Command in the Southern Provinces.

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1. PRO, Colonial Office, 5/232.
2. This is the date Germain received Clinton's dispatch.

Dr. Barbeu Dubourg to Vergennes[1]

[Extract] Paris, 21 July 1776

I beg you in the second place, to ask M. de Sartine for his consent, at least tacit, to have cannon cast at the Ruelle forge in Angoumois, on the account of some owners of privateers; this forge, excellent for this purpose, is well situated, and was returned to the King's demesne last October; if it were still in the appanage of the Count d'Artois, I should have had every desirable and suitable facility for these operations, and notably to cast cannon there in the English fashion, under the direction of M. d'Antic, who knows this method better than anyone in Europe, and is in a position to still further improve it.

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1. Stevens, ed., *Facsimiles,* No. 884.

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22 July

Silas Deane to M. Gérard de Rayneval, French Foreign Office[1]

Sir Paris July 22d 1776

Inclosed I send You a Copy of the Article of my Instructions which was the subject of Our last Conference.[2] I have not as yet had the pleasure of seeing Monsr Beaumarchais but am so Confident, from the Character I received of him from You that he will be able to procure for Me the Articles I want, That I shall Apply to him in preference to any other person; And I imagine thro' him the Stores mentioned in my Instructions may be procured with the utmost Secrecy and Certainty — They will Amount to a Considerable Sum, & as the Colonies expect, & are willing to give a Commission, for Negotiating the Business this Concern may turn very well to his Account without his having much Trouble in the Affair I have the honor to be most Respectfully [&c.]

Silas Deane

À Monsieur Gerard

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1. Stevens, ed., *Facsimiles,* No. 573.
2. Deane's instructions from the Committee of Secret Correspondence. The article he enclosed begins: "At this audience, if agreed to, it may be well to show him first your letter of credence. . ." See Volume 4, 148–50.

23 July

Philip Stephens to Vice Admiral Richard Lord Howe[1]

My Lord 23d July 1776

The *Diamond, Ambuscade* and *Unicorn,* three of the Ships which I have had the honor to inform your Lordship were to convoy the Transports carrying the 2d Division of Hessians, with the other Reinforcements therein mentioned (except the 16th Regiment of Light Dragoons) put to Sea from Spithead on the 28th of last Month; but were not able to get out of the Channel, the Wind coming strong to the Westward, which obliged them to put into Plymouth where they remain with their Convoy.

The *Daphne,* which was charged with Convoy of the Transports having on board the 16th Regiment of Light Dragoons, sailed also from Portsmouth the 4h instant, but from the same reason was obliged to put into Torbay, where she remains likewise.

The *Adventure,* one of the Victuallers which (as I mentioned in my former Letter) was expected to arrive at Spithead in time to sail with the aforesaid Convoy, not succeeding in her Voyage, my Lords Commissioners of the Admiralty have directed her to proceed under convoy of His Majesty's Ship *Perseus;* whose Captain is ordered to join your Lordship, and on his arrival put himself under your Command: The like directions are given to the Master of the *John, Chambré* and *Susannah* Transports, as they could not be got to Spithead in time to sail with Captain Fielding.

Besides the Victualler and Transports last mentioned, Captain [George Keith] Elphinston takes under his Convoy the Victuallers named in the Margin, loaded with Provisions for supply of the Fleet under your Lordships Command, being part of the second Proportion of four Months for 13,000 Men; and the *Grand Duke, Friendship King of Naples* and *Betsey,* having on board the Provisions to complete the aforementioned Proportion, will sail at the same time, if they can be got round before the *Perseus* sails; but this being uncertain, the Captain is not to wait for them. If there should be any army Victuallers at Spithead, in readiness to sail with Captain Elphinston, he is to take them under Convoy with the Ships abovementioned.

Maria
Providence
Prince George
Burstwick
Rum adventure
St George
Hayfield
Polly
Generous Friends
George
Nancy
Dinah

Captain [Richard] Smith of the *Lark* is ordered to repair to Cork, and take under his Convoy from thence such army Victuallers as may be ready to proceed with him to Halifax, where he is to leave them, unless the Commanding Officer of His Majesty's Land Forces there shall desire him to convoy them to the place where General Howe with the army may be, in which case he is to do so, and then proceed to join your Lordship wherever you may be, and follow your orders for his further proceedings. But if the Victuallers remain at Halifax he is in that case to make the best of his way to join your Lordship and follow your orders as aforesaid.

The Commissioners for the Sick and Hurt Seamen having in consequence of directions they received from my Lords ordered the Medicines, Bedding and other Stores intended for the use of the Naval Hospital in North America to be put on board His Majesty's Hospital Ship, the *Jersey,* I have thought it necessary (the matter having before escaped my recollection) to inform your Lordship thereof, that if you have not already done it, You may give such orders for the disposal of them as you shall think fit; as also for the disposal of the additional Quantities of Stores and Medicines which the aforementioned Commissioners have provided and which, my Lords have ordered to be sent out in the *Perseus.* I have the honor to be &c

P: S:

P: S: The *Mermaid,* which is now at Plymouth, will have orders to proceed to Cork with similar directions to those given to the Captain of the *Lark,* to sail from thence in 14 days after the departure of the *Lark* with such of the army Victuallers as may be there ready to accompany her.

Rt Honbe Lord Viscount Howe in North America By the *Perseus* at Portsmouth
By a Messenger at 10 PM

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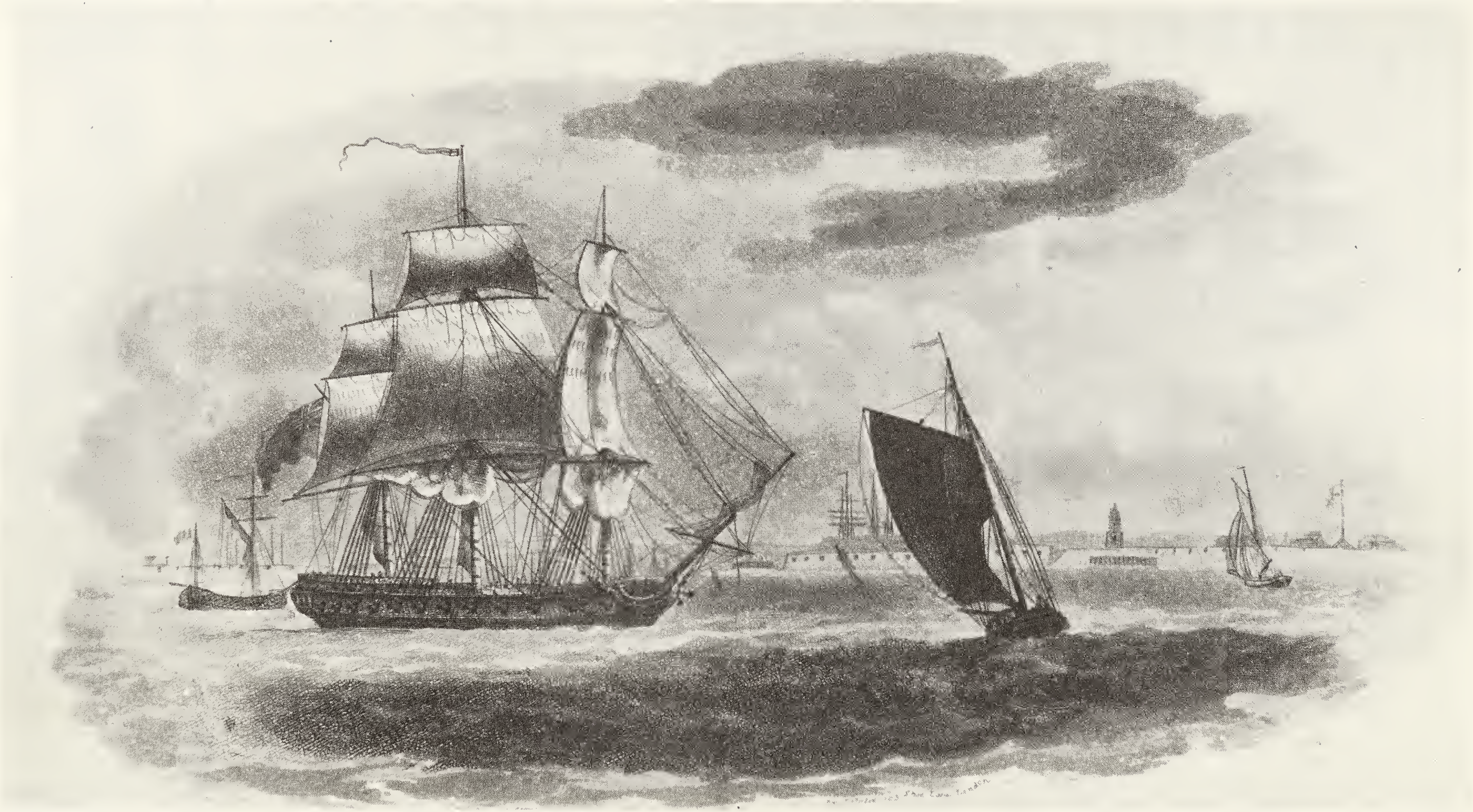
1. PRO, Admiralty 2/552, 311–14.

Lords Commissioners, Admiralty, to Captain George Keith Elphinstone, H.M.S. *Perseus,* Spithead [1]

John
Chambré
Susannah

Whereas it is intended that the Transport Vessels named in the Margin having on board British Recruits for the Army under General Howe, and the Victualling Transports named in the inclosed List laden with Pro-



View of Spithead.

visions for the use of the Fleet (all which Ships are at present at Spithead, or daily expected to arrive there) shall proceed to North America under Convoy of His Majesty's Ship under your Command; You are hereby required and directed to take the said Transports and Victuallers under your Convoy, and, when ready to put to Sea with them the first opportunity of Wind and Weather, and proceed with them to New York, where it is expected you will find Vice Admiral Lord Howe, Commander in Chief of His Majesty's Ships and Vessels in North America; But if, upon your arrival at Sandy Hook, you should be informed his Lordship is not at New York, You are then to proceed to such place as you may learn he is removed to, and, upon joining his Lordship, you are to put yourself under his Command and follow his orders for your further proceedings.

Grand Duke.
Friendship.
King of Naples
Betsey

And it being intended that the Victualling Transports named in the Margin shall also proceed under your Convoy, in case they arrive at Spithead before you are ready to sail, you are accordingly to take the said Victualling Transports under your Convoy in case they arrive in time and proceed as aforementioned, but not to wait for them.

If there are any other Storeships or Victuallers belonging to the Navy, Ordnance or Treasury Departments intended to join the Fleet under the command of Vice Admiral Lord Howe, or the army under the command of General Howe, or any other Vessels bound to North America that may be ready and willing to accompany you, You are also to take such Vessels under your Convoy, transmitting to us before you sail a List of the names of the several Ships and Vessels with the names of their Masters, and the nature of the lading they have on board Given &c the 23d of July 1776.

J. Buller Palmerston C: Spencer H: Palliser
By &c P:S:

Admiralty Office
23d July 1776

List of Victualling Transports at Spithead, to proceed under Convoy of the *Perseus.*

Ships Names	Masters Names
Adventure	John Mason
Maria	Solomon Jones
Providence	John Sherrard
Prince George	Robert appleton
Burstwick	alexander anderson
Rum adventure	Peter Leadbeater

Ships Names	Masters Names
St George	Benjn Bigood
Hayfield	John Clark
Polly	John Harrington
Generous Friends	Hill
George	Gray
Nancy	Williamson
Dinah	Brown

1. PRO, Admiralty 2/101, 236–38.

Philip Stephens to Vice Admiral Molyneux Shuldham[1]

My Lord 23d July 1776

Since the Letters received from your Lordship which I had the honor to answer in mine of the 23d of last Month, I have received several others dated Vizt three of the 20h May, one of the 23d, two of the 8h June; one of the 9h of that Month, and another from Halifax Harbour but without any date to it; In return to all which I am to acquaint you that the same were communicated to my Lords Commissioners of the Admiralty as they came to hand, and that such of their Contents as were necessary for the Kings information, were transmitted to Lord George Germain for that purpose.

My Lords are pleased to approve of your having purchased the Ship *Lady Gage,* in lieu of that which your Lordship was directed to purchase, establish, and put under the command of Lieutenant Mowatt, the said Ship having been destroyed at Boston, when the Place was vacuated

My Lords, in consideration of what you have represented concerning Captain Dudingston's state of health have ordered him to be put on Half Pay, and have signed a Commission appointing Mr. [Roger] Curtis to the *Senegal* in his room, which Commission is sent by this Conveyance to Lord Howe to be delivered to him, and that they have also ordered that he shall be paid for the time he acts pursuant to the Order he received from you for that purpose.

Their Lordships will confirm the Commission you have given to Lieutenant Bourmaster to be a Master and Commander when it shall be laid before them: and their Lordships will grant Commissions to Mr Thomas Forrest and Mr Samuel Thomson, whom you have ordered to act as Lieutenants in the *Cerberus* and *Chatham* when it shall appear they have passed their Examinations to entitle them to that rank; and they will order them to be paid for the time they may act by virtue of your Lordships Orders.

I have only further to acquaint your Lordship that a Warrant is sent to Lord Howe appointing William Hedges Carpenter of the *Savage,* and that my Lords have directed his being paid for the time he acts by your appointment. I am &c

P: S:

Rt Honbe Lord Shuldham in North America—By the *Perseus*
By a Messenger at 10. PM

1. PRO, Admiralty 2/552, 311–14.

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24 July

Public Advertiser, THURSDAY, AUGUST 8, 1776

Corke, July 24.

This Morning arrived at Cove, from Bourdeaux, the Brig *Neptune,* Capt. Hawkins, who says, there were 12 Sail of American Vessels there loading for America, and that they were getting large Quantities of Gunpowder.

LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN[1]

My Lord, Admiralty Office, 24th July 1776

Having received a Letter from Commodore Sir Peter Parker dated in Cape Fear River the 15th May, giving an account of his arrival there on the 3d of that Month, with the several Ships Transports &ca therein mentioned, and of his proceedings up to the date of his said Letter; We send your Lordship a Copy thereof together with the Papers therein referred to, for His Majesty's Information.

We send your Lordship also a Copy of a Letter We have received from Vice Admiral Visct Howe dated off Halifax the 23d of last Month, and desiring you will please to lay the same before the King, for his Information.[2] We are &ca

Sandwich C: Spencer H: Palliser

[1] PRO, Colonial Office, 5/259, 85–86.

[2] See Volume 5 for the Parker and Howe letters.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JAMES HAWKER, H.M.S. *Mermaid,* PLYMOUTH[1]

Whereas we have directed Capt [Richard] Smith of His Majesty's Ship the *Lark* to proceed to Cork to Convoy from thence to North America such Victuallers as may be laden with Provisions for the use of the Army under Genl Howe, And whereas we intend that you shall also Convoy to America such other Victuallers for the said Army as may be ready to sail a Fortnight after the departure of the *Lark;* You are hereby required & directed to proceed with His Majesty's Ship under your command to Cork where you are to remain til the *Lark* shall have been sailed from thence a Fortnight & then take under your Convoy such Ships laden with Provisions for the use of the Army under the command of Genl Howe as may be ready to Sail, and putting to Sea with the first Opportunity of Wind & Weather make the best of your way with them to Halifax in Nova Scotia where you are to leave them unless the Commanding Officer of His Majestys Land Forces there shall desire you to Convoy them to the place where Genl Howe with the Army may be, in which case you are to do so & then proceed to join Lord Howe wherever he may be and follow His Lordships Orders for your further proceedings. But, if the Victuallers remain at Halifax, you are in that case to make the best of your way to join Ld Howe & follow his Orders as above directed. Given &c 24th July 1776

Sandwich Palmerston C Spencer

By &c P S

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1. PRO, Admiralty 2/101, 241.

SILAS DEANE TO BEAUMARCHAIS[1]

Sir: Paris, July 24, 1776.

I have considered the letter you honored me with the 22d, and am of the opinion that your proposals for regulating the prices of goods and stores are just and equitable. The generous confidence you place in the virtue and justice of my constituents affords me the greatest pleasure, and gives me the most flattering prospect of success in the undertaking to their, as well as your, satisfaction, and permit me to assure you the United Colonies will take the most effectual measures to make you remittances, and to justify in every respect the sentiments you entertain of them; but at the same time, as the invoice for clothing only, and without the incident charges, amounts to about two and three millions of livres, and as the cannons, arms, and stores will raise the sum much higher, I cannot, considering the uncertainty of the arrival of vessels during the war, venture to assure you that remittances will be made for the whole within the time proposed; but in that case, as I wrote you before, I hope that the interest on the balance will be satisfactory. With respect to cargoes sent from America either to France or the West Indies, designed as remittances for your advances, I think there can be no objection to their being sent to the address of a house in France, or to your agents where they may arrive.

I find that cannons, arms and other military stores are prohibited and can not be exported but in a private manner; this circumstance gives me many apprehensions, for, as I can not have those things shipped publicly, I can not have them purchased openly without giving alarms, perhaps fatal to our operations. In this case various deceptions and impositions must be practiced. You know that the ambassador of England is attentive to everything done by me, and that his spies watch every motion of mine, and will probably watch the motions of those with whom I am known to be connected. In this situation, and being a stranger in a great measure to your language, I foresee many embarrassments which I know not how to obviate, and such as I fear may greatly perplex even yourself, notwithstanding your superior knowledge and address. Two things, you will agree with me, are as essential as even the procuring of the cannon, arms, etc. First, that they are good and well laid in, and that they be embarked without being stopped and detained. The fate of my country depends, in a great measure, on the arrival of these supplies. I can not, therefore, be too anxious on the subject; nor is there any danger of expense so great but what must be hazarded, if necessary, to effect so capital and important an object. I pray you to consider this subject, and to give me your thoughts upon it. I called on you this morning, with Dr. Bancroft, to have conversed with you on this subject, but found that you was gone to Versailles. Permit me to urge your early attention to this subject, and to assure you that I have the honor to be with the highest respect Yours, sir, etc.,

Silas Deane

1. Wharton, ed., *Revolutionary Diplomatic Correspondence,* II, 105, 106.

Lord Stormont to Lord Weymouth[1]

No. 53 Paris July 24th 1776

My Lord On Monday Night I received the Honour of yr Lordships Letters Nos 26 and 27.

As it is natural that this Court, tho' they may not desire the Independency of America, should wish, that the Reduction of it may cost us dear, and must therefore be disposed, to connive at least, at any assistance the Rebels can draw from hence, I keep that object constantly in view, and collect the best secret Information I can, without betraying any suspicion, or Mistrust.

I am assured that there are several french adventurers, who attempt to supply the Rebels with arms and amunition. They clear out for Africa, and sometimes go to North America, sometimes meet American Vessels at Sea.

I have heard it said that Monsieur de Chaumont, a Man of Rank and Fortune in this Country,[2] is secretly engaged in these Enterprizes, which are winked at here. Messrs. Gerner and Viars Merchts at Bourdeaux, have sent lately, two thousand eight hundred Barrels of Gunpowder to Martinico; In January last Gunpowder Sold there, for Six Livres a Pound.

I am told, that Gradiz a Jew Merchant at Bordeaux, sends under French Colours, Powder, Arms, &c. to North America and it is pretended, has got Permits from this Court.

The Result of the best enquiry I have been able to make with regard to the American Gentleman, who called himself Nathan Rumsey is, as follows.—

He staid here but three or four days, had an interview with Monsieur de Mazieres, a Farmer General, to make an offer of supplying la Ferme [Farmers General] with Tobacco from America, but met with no Success, His offer was absolutely rejected. He had frequent interviews with a Banker here, called Grand[3] but what Business he transacted, or attempted to transact there, I do not Know. He is now gone to Nantes, in company with a Monsr Penet, a Considerable German Merchant and his Cousin;

from Nantes he goes to Bordeaux, and Marseilles, in order to establish a Correspondence with Some of the principal Merchants there, and it is Said, means to return to Paris in about a Month.

I have not discovered that Rumsey ever went to Versailles tho' this Penet with whom he is intimately connected has I am told several acquaintances there. Another informer tells me, that Rumsey had an American Companion, but this I doubt, as I know there was no such Person Lodged with him, I am assured that he arrived at Bordeaux on board a small Sloop of twenty five Tun, carrying ten Guns, and neatly painted white and Red, which waits there to carry him back to America.

There is a Physician here, called Barbeux du Bourg who is in regular Correspondence with Doctor Franklin, and who helps to circulate all those Reports to our Disadvantage, which are so greedily received by the Wishings, and Coffee house Politicians, of this Country, who are always loudest, when they talk of what they least understand

I am with great truth and Respect My Lord [&c.]

Stormont

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1. PRO, State Papers, 78/299.
2. Jacques Donatien Le Ray de Chaumont.
3. Ferdinand Grand, Swiss banker in Paris.

SOLLICOFFRE FRERES & WILKIE TO SILAS DEANE [1]

Sir Marseille the 24 July 1776.

Your most esteemed of the 14 Instant from Paris we have duely received. We Observe that you are of the same Opinion with us to Postpone the sending of the *Elisabeth* & her Cargoe, till the first of September next, to which your advise we have resolved to adhere and herewith we remitt you a Copy of the Agreement we have passed with Captn John Palmer which we bagg to peruse and give us your Abrobation. you'll Observe that Captn Palmer being intitled to receive Five Pounds Sterling each Day of Demeurage we have Consented to allow and Pay him here his and his Vessell maintaining Charges wch we have Valued to Three Pounds Sterling The Other Two Pounds to be Pay'd him in America, by that Mean his return Cargoe will not be so much lessened. on All which we shall expect your Abrobation and Consent Mean time shall Keep the return Cargoe ready to be shiped, the Chief Articles are to be Blankets and Course Cloth, very litle being to be found here we have been Obliged to Order it in the Fabricks of our Neighbouring Province of Languedoc, and hope to have the whole ready towards the beginning of next Month, about which time hope to be favoured with your Answer.

The *Elisabeth* Cargoe out of N york is all sold and the Neat Produce will be about £ 36000.

as to Imploy the said Vessell under French Collours in those Seas untill the 1st Septber the time being so short it would not be practicable, besides the Heavy Charge which would Accrue from such an Oparation renders it imposible, if Some french Man of war should be ordered out of the Streight Mouth and a Permission Obtained for Captn Palmer to follow 'em under french Collours, he might by that mean guet Clear of more than half the Danger. we leave the whole under your farther Consideration and bagg to favour us with an Answer as soon as possible. there is two Engs [English] Fregatts Continualy Cruising in the Streight Mouth Stoping and Searching all the ships. A Dutch Captn Arrived last weeck reports that he has been Visited by one of them the officers of wch told him that they had taken two America Vessells bound for the Continent out of a french Port in the Mediteranean we are much aprehensive it is Captn Robinson and Captn Waldron, who sailed from this Port last Month. We hope Capn Palmer of the *Elisabeth* will share a better fate, the Days in the Month of September being much shorter and more Windy he has a much better chance of passing free. We are most respectfully Sir [&c.]

Sollicoffre Freres & Wilkie

Mr Silas Deane in Paris
[Superscribed] Monsieur Silas Deane chez Messrs Germany Girardot & Co À Paris
[Endorsed] . . . recd at Paris Augst 7th & answered . . .

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1. "The Deane Papers," *Collections of the Connecticut Historical Society,* XXIII, 25–26.

25 July

Public Advertiser, FRIDAY, AUGUST 9, 1776

Limerick, July 25.

By the *Jackson,* Sharp, which arrived Yesterday in 14 Days from Lisbon, we have Advice that there were at the Time of his Departure, twenty-four American Vessels in the Tagus, which with those at the other Ports had Orders to quit the Kingdom in nine Days, and that an English Man of War was cruizing off Lisbon in order to make Prizes of them.

PHILIP STEPHENS TO VICE ADMIRAL MOLYNEUX SHULDHAM[1]

My Lord [London] 25th July 1776

My Lords Commrs of the Admty having directed Vice Adml Ld Howe, to order You to return to England[2] in His Majts Ship *Chatham* towards the fall of this Year, unless his Lordship shall judge it expedient for His Majestys Service, that you should continue with the said Ship in No America; I am commanded by my Lords to acquaint your Lordship therewith &c

P S

Rt Honble Ld Shuldham No America
By the *Perseus* at Portsmouth

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1. PRO, Admiralty 2/552, 322.
2. *Ibid.,* 2/101, 243.

"EXTRACT OF A LETTER FROM GOSPORT, JULY 25."[1]

Sailed from Spithead his Majesty's sloop *Spy,* on a cruise. Sailed from ditto, the *Hornet* man of war, for America.

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[1] *London Chronicle,* July 27 to July 30, 1776.

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26 July

LORD WEYMOUTH TO LORD STORMONT[1]

No 29. St James's 26 July 1776

My Lord I cannot avoid making mention to Your Excellency of the Armament carrying on at the several Ports of France rather from the great Importance of the subject than from any thing new I can have to say thereupon. Your Excellency's Attention is directed to that Point and you will not fail to transmit to me every thing you can collect that may tend to explain the Intention of the french Court.

I transmit to Your Excellency herewith an Edict of His most Faithful Majesty with respect to any American Vessel that may put into the Harbours of Portugal.[2] It is unnecessary to apprize you that it would be very desirable that something similar should be done at the Court where you reside, but as in the present situation of Affairs it would not be expedient to receive a refusal to any application on that subject, I must wholly leave the matter to your Discretion, not doubting that you will use the most proper means to try the practicability of a Measure that would be important at the present crisis. I am &c.

Weymouth

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[1] PRO, State Papers, 78/299.
[2] See Edict, July 4, 1776.

M. GARNIER TO VERGENNES[1]

My Lord, London, 26 July 1776

You will see from the List enclosed herewith of the Crews presently on board the Guardships that they come to a total of 4,948 men who are quite unequally divided since there are ships with more than 400 men and others that do not have enough to man their boats. To tell the truth, only those in Chatham are in this situation because the port is the least exposed. Among the others we can see two with crews of 500 men. You will remember, My lord, that these two ships had been cruising off the Azores in order to intercept American vessels following the intelligence brought by the ship from Philadelphia taken by treason to Bristol by her crew.[2] They stopped several Vessels which they met during their cruise but they did not capture any. These two ships will return to the other Guardships the detachments they had drawn from them in order to be able to put to sea.

We receive intelligence from all the Ports that Sailors are so rare that they cannot be found in spite of the extraordinary inducements offered by the Government, and that most of those who are on the Register of Seamen are land people, so that out of the 4,948 hardly a third are true sailors. However if we consider this total as an effective number and compare it to what is required in order to complete the commissioning of these 20 Ships in time of war, we see that 9,000 men are still lacking. Thus, My lord, the greatest advantage to England in having these Guardships on the present footing, is to have always available 20 seaworthy ships which by the detachments they can provide put her in a position occasionally to put a few Ships to Sea on a day's notice, and to have, if need be, a fleet ready to sail in a short time by means of an impressment.

They are busy training the men they receive in order to provide trained crews to the Frigates that put to Sea. Thus, we cannot consider that they are on stable footing today. But we must not conceal from ourselves that this is a useful establishment which deserves to be imitated.

Captain [James] Cook sailed from Plymouth on the 18th of this month for his new journey to Otahitee, new Zealand, and from there to the Coast of California from whence he will look for a passage to the Pole. The ship which is to follow him is still in Plymouth.

We still have not received any news concerning the military operations in America. Lord How arrived in Halifax on the 25th of June with his single ship and he was to sail without delay to rejoin the General his brother who had left on the 10th of the same month.

The Board of Trade received intelligence today that American Privateers captured nine richly loaded ships from the West Indies, namely, 3 from Jamaica and 6 from Nevis, Antigua and the Barbados. This piece of news is so unquestionable that the cost of Insurance went up from 5 to 15 p. 100. A Ship arrived in Bristol from Jamaica and confirmed the capture by two Spanish coast-guard ships of M. Irwin's vessel. I am with respect &ca.

[Enclosure]

Current List of Crews on Board the Guardships, 26 July 1776

Ports	Ships	Guns	Complement	Wartime complement	Number required to complete wartime complement on board each Ship
Plymouth.					
	Ocean	90	358	850	492
	Foudroyant	80	280	750	470
	Albion	74	360	700	340
	Torbay	74	350	700	350
	Boyne	70	256	670	414

Ports	Ships	Guns	Complement	Wartime complement	Number required to complete war-time complement on board each Ship
	Non Such	64	500	650	150
	Sommerset	64	300	650	350
	Raisonable	64	300	650	350
Portsmouth.					
	Barfleur	90	400	800	400
	Royal-oak	74	174	700	526
	Centaure	74	150	700	550
	Hector	74	150	700	550
	Résolution	74	150	700	550
	Lenox	74	180	700	520
	Egmont	74	190	700	510
	Worcester	64	500	650	150
	Exeter	64	230	650	420
Chatham.					
	Ramilies	74	70	700	630
	Mars	74	25	700	675
	Ardent	64	25	650	625
			4,948	13,970	9,022

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1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.
2. Snow *Dickinson*. See Volume 4.

M. GARNIER TO VERGENNES[1]

[Extract] London, 26 July 1776

The Second Hessian division finally left Plymouth on the 23rd of this month with the pack-horses. They will be convoyed by the Frigates *Diamond, Unicorn* and *Ambuscade*. The Frigate *Lark* sailed from Portsmouth on the 24th with two transports carrying recruits and ammunition. This frigate has one hundred thousand pounds Sterling to pay the troops in America. Well, nothing can distract them from their purpose and it is easy to see that they intend to impose their rule.

You probably know, My lord, about the decree passed in Portugal on the 4th of this month to close all trade in that country to the Americans. It may be presumed that if they had had to supply a number of islands in the vicinity of the American Continent, they would not have come to such a decision which will bring them a dangerous enemy without increasing the number of their friends. . . .

. . . It is one thing or the other, either the Americans are still English, or they no longer are. In the first case it is not for us to make any distinction between them, nor for England to prescribe to us whom we must admit and whom we must exclude. In the second case, the Americans are the enemy of England and we are a neutral power. Shall we say that they are pirates? They do not commit any acts of piracy against us and it is up to us to decide how we should treat them.

This, My lord, is the legal aspect of the situation, unless I am mistaken. If we proceed from there to our political interests, we will probably find that it is essential for us to weaken a Power which claims sovereignty over three parts of the world and, after appropriating the empire of the Sea to itself, applies tyrannical methods to trade.* It is no less than a matter of breaking the British Power in half. M. de Montesquieu believed that making Ireland independent was the only way to achieve this. He could not have foreseen what is about to happen. Never perhaps has a more important event offered itself to the speculations of France. The essential thing is not to fail without disturbing the peace of the other States, if it is possible. The Ministry that will be able to fulfill this double goal will deserve well of the country and will receive the homage of posterity.

A few days ago, one of the American supporters asked me this question with respect to which you had requested some information from me, My lord. He claims that the Americans are getting ready to put many ships to sea during the next winter and would like to know if they can leave in safety in our ports the prizes which they might capture. I replied that this matter was new and that I could not yet give an answer.

*N[ote] To give you an idea, My lord, of the manner in which these people think and express themselves, it might be useful to offer you quite a recent example. The other day, Lord North was speaking of the Dutch in front of me and was turning their ambition into ridicule as they place themselves on the same footing with England and say we maritime Powers. It is, Lord North added, like the story of the shoemaker who lived next door to the Lord Mayor and said my neig[h]bor and I. Lord Barrington often told me that we could not become a maritime Power and that the more money we spent to achieve this goal, the more he would be pleased being certain that the money will be wasted. I asked him once upon what he based such a strange opinion while speaking of a Power which has an important trade, a large population and Coasts extending along both Seas from Dunkerque to Antibes. He always persisted in his assertion, refusing to reveal his secret.

1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

Public Advertiser, FRIDAY, JULY 26, 1776

London [July 26].

Letters from Jamaica, of the 26th of May, mention that Capt. [Alan] Gardner, of the *Maidstone* Man of War, had just brought into that Port an

American Ship under French Colours, having 20 Tons of Gunpowder on board, with 1200 Stands of Arms, and a great Quantity of other warlike Stores.[1]

[1] Gayton's prize list shows no vessel with such a cargo taken by the *Maidstone*. But see Journal of H.M.S. *Maidstone*, Volume 4, 1474. The log of H.M.S. *Antelope*, May 14, 1776, noted that the *Maidstone* entered Jamaica and also "came in a French Arm'd Schooner." PRO, Admiralty 51/39.

"Extract of a Letter from Plymouth, July 26."[1]

Last Night arrived the *Mercury*, of Nantucket, for London, taken the 25th of July [*sic* June] by the *Cerberus*, Captain Symonds [John Symons], off Block Island, from her Return on a Whale Voyage; she has also on board a Cargo of a Schooner which had been also a Whaling, which the *Cerberus* burnt: The Master of the Prize is Henry Spencer, who says the *Cerberus* has taken sixteen Prizes;

[1] *Public Advertiser*, London, July 30, 1776.

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27 July

Lords Commissioners, Admiralty, to Lord George Germain[1]

My Lord, Admiralty Office 27th July 1776.

Vice Admiral [John] Montagu, Commander in Chief of His Majesty's Ships at Newfoundland, having acquainted us that having purchased at St Johns, a Bermudian Vessel & Commissioned her by the Name of the *Penguin;* and it being impossible to get any Guns for her in that Island, he intended to send for 10 or 12 Guns, three Poundrs left in the Charge of Mr Andw Pinson, a Merchant at York Fort, on the Coast of Labrador, when the Fort was dismantled last Year by Rear Admiral [Robert] Duff, as the said Guns would do for the *Penguin;* and that part of Labrador being within Genl Carleton's Govt, We acquaint Your Lordship therewith, in order that he may be informed thereof. We are &c

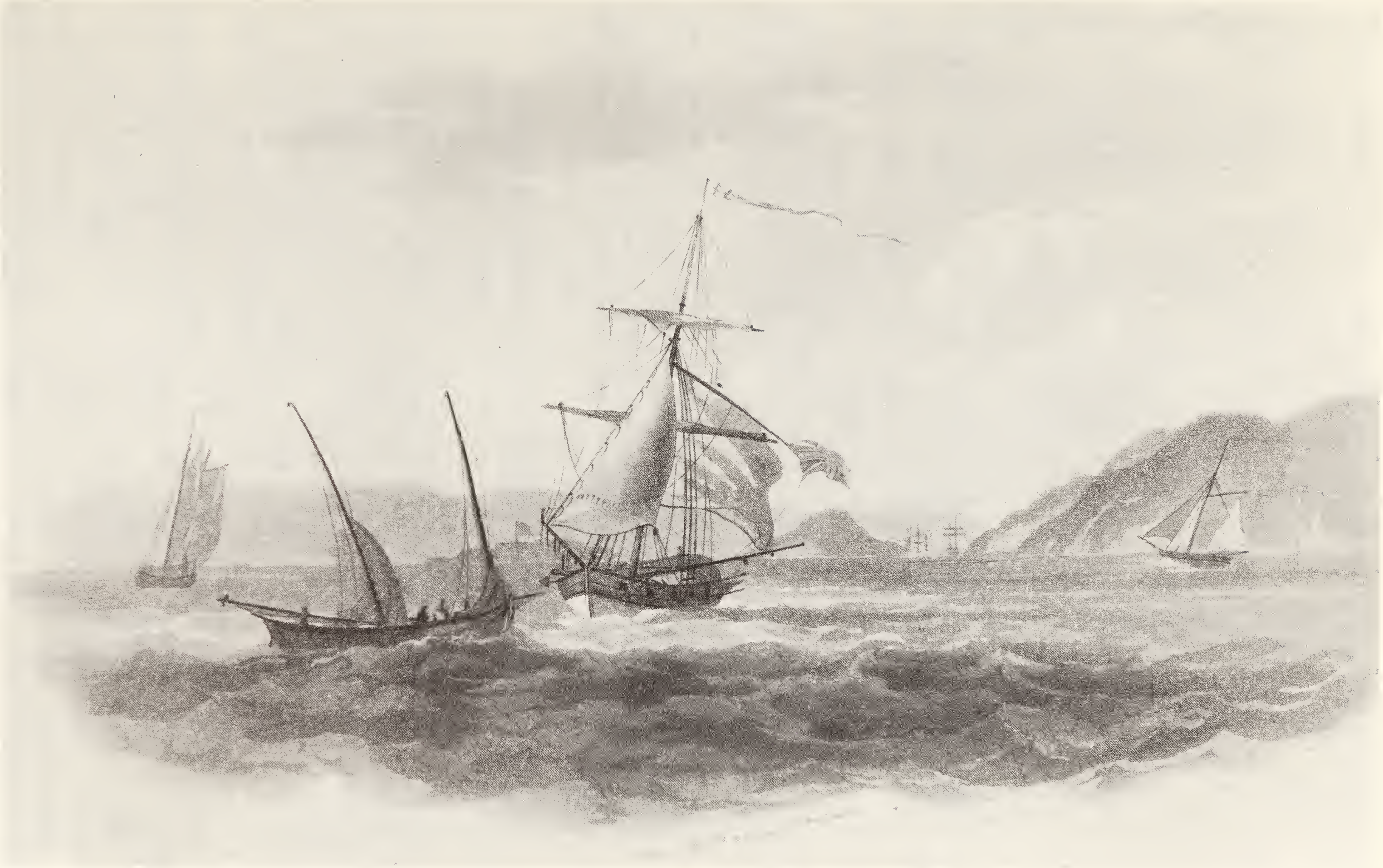
Sandwich C. Spencer H. Palliser

[1] PRO, Colonial Office, 5/259, 89.

London Chronicle, Thursday, July 25 to Saturday, July 27, 1776

London [July 27].

Yesterday an account was received that the following ships are absolutely taken by two Provincial privateers, called the *Revenge* and *Montgomery,* viz. the brig *Henry,* Blyth, from Barbadoes to Halifax, taken the 28th of May, laden with rum; the *Rover,* Hun[t]er, from Antigua to Dublin, taken the 13th of June, laden with ditto; The *Isabella,* Kirk, from ditto, for ditto, taken the 13th of June, loaded with rum; the *Harlequin,* Goodwin, from Nevis to ditto, taken the 2d of July, loaded with sugar and rum; the *Devonshire,* Fisher, from Antigua to ditto, taken the 1st of July, laden with



St. John's Harbor, Antigua.

rum; the *Polly,* Lear, from ditto to London, taken the 2d of July, loaded with sugar and rum, in lat. 34.55. lon. 53.36.[1]

Capt. [Christopher] Stephenson arrived in town yesterday, and gives us the following account of the capture of his ship the *Lady Juliana,* from Jamaica to London, in company with the *Reynolds,* Capt. [Keylock] Rusden, from ditto for ditto, and the *Juno,* Capt. [Samuel] Marsden, from ditto, for Bristol. "On the 9th and 12th of May last they were attacked by two American privateers off the Matanzas, bearing S.S.E. and that the *Reynolds,* Rusden, was taken by the American privateer [*Congress*], Capt. Henry [*sic* George McAroy], mounting six three pounders, and ten swivels, on the 9th of May; and *Lady Juliana,* Stevenson, and *Juno,* Marsden, were taken by the *Chance,* Capt. [John] Adams, who mounted four six pounders, and ten swivels, the 12th; that the Provincials put the captains and passengers on board a Spanish vessel that was leaky, who carried them into [New] Providence, where the captains purchased a vessel, called the *Baltimore,* which is since arrived at Plymouth."[2]

The amount of the cargoes of the prizes lately taken by the American privateers, we are informed, is equal to the sum of 140,000 l.

Capt. Williamson, of the *Frances,* who was taken with the Jamaica ships by the Provincial privateers, was told while on board her, that several privateers were cruizing in the Gulph and windward passage for the homeward bound Jamaica ships.[3]

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1. The American privateers, taking these six vessels, were the *Revenge,* a Massachusetts sloop, Captain Joseph White, and *Montgomery,* a Rhode Island sloop, Captain Daniel Bucklin.
2. The captors of the *Lady Juliana, Reynolds* and *Juno,* were Pennsylvania privateer sloops.
3. The *Frances* had been taken by the *Revenge* and *Montgomery,* but was released, "being a Guineaman, in Ballast, and since arrived at Dover," *Public Advertiser,* London, July 27, 1776.

SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE[1]

[Extract] [Paris, July 27, 1776][2]

Mons. Chaumont, a very wealthy person, and intendant for providing clothes, etc. for the French army, has offered me a credit on account of the Colonies to the amount of one million of livres, which, I have accepted. I have in treaty another credit, which joined to this, will purchase the articles directed in my instructions; the credit will be until May next, before which I hope remittances will be made. I have purchased of said M. Chaumont a quantity of saltpeter at ten sous, or five and one-fourth per cent., in order that Captain Morgan might not return empty.

As soon as I have given the orders for dispatching him and settled some other matters here I design for Dunkirk, to ship the Indian goods, which I hope may arrive in season for the winter supply, though I leave you to consider my situation, with only about six or seven thousand pounds to complete a contract of forty, and the bills for my private expenses being protested, obliged to support myself out of that capital, which I labor to do with all the economy in my power. Dr. Bancroft is returned to London, and by him I wrote to Monsieur Garnier, and agreed on a mode of correspondence. I think your remittances in armed vessels will be much the best method, and I have ordered Captain Morgan's sloop to be armed; and should she arrive safe, recommend him as one I am confident will serve the Colonies with great zeal and fidelity; and I have had some experience of the goodness of his temper and his abilities. Mr. Seymour, his mate, is also deserving of encouragement as a good seaman and of undaunted resolution. I am not without hopes of obtaining liberty for the armed vessels of the United Colonies to dispose of their prizes in the ports of this kingdom, and also for arming and fitting out vessels of war directly from hence; but I will not venture on this until I see what effect my last memoir may have, the substance of which is to show the danger to France and Spain if they permit Great Britain to keep so enormous a force in America and to recover the dominion of the Colonies; also how fully it is in their power to prevent it, and by that means deprive Great Britain of the principal source of her wealth and force, even without hazarding a war of any consequence in point of danger.

This memoir, which takes several sheets, I am unable to send you a copy of, as I have no one to assist me, and must make out several copies for the persons to whom they are to be delivered. I was directed to apply for arms and clothes for twenty-five thousand men, and for one hundred field pieces, with ammunition and stores in proportion. This I wished to get of the ministry direct, but they evaded it, and I am now in treaty for procuring them, through the agency of Monsieur Chaumont and Monsieur Beaumarchais, on a credit of eight months from the time of their delivery. If I effect this, as I undoubtedly shall, I must rely on the remittances being made this fall and winter without fail, or the credit of the Colonies must suffer. If I can get the arms out of the magazines and the field pieces here I hope for a much longer credit; but if we send to Sweden for the brass cannon, the credit will not be lengthened beyond that. Some new improvements have lately been made in this branch, consequently the cannon now manufactured will be preferable to those of former construction. Some engineers here assert that iron is preferable to brass—that is, wrought iron—out of which the pieces may be made lighter and to a better purpose. Considering the want of these pieces and the plenty of iron in America, the experiment might, I think, be made without delay. I am still in hopes of procuring an admission of the article of tobacco directly from America, but the Farmers General will not offer equivalent to the risk.

Without intelligence from April to this time leaves me quite uncertain and extremely anxious about the line of conduct now pursuing by Congress, and consequently, I cannot, without further intelligence and instructions, proceed in my negotiations either with safety or honor. The resolution of Congress of the 15th of May is not considered by the ministry as a declaration of independence, but only a previous step, and until this decisive step is taken I can do little more to any purpose. This taken, I dare pledge myself the United Colonies may obtain all the countenance and assistance they wish for in the most open and public manner and the most unlimited credit with the merchants of this kingdom. I must, therefore, urge this measure, if not already taken, and that the declaration be in the most full and explicit terms.

Merchants here would speculate deeply in the American trade could they be insured at any premium within bounds. I wish to know if offices are already open, and I would suggest that if the Congress would take the insurance under their own direction, it would give it such a proportionably greater credit, that supplies would most certainly be obtained in plenty. I shall be able to secure a private interview with the Spanish ambassador and shall present him my memorial, and am in a train which I think will carry it quite to the fountain head.

Thus I have in a minute, possibly a tedious, detail mentioned every thing material on my mind which has occurred since my arrival, and submit the whole to the wisdom and candor of the honorable Congress, observing that I have gone to the extent of my instructions, and though I have been successful beyond my expectations, yet I have but been laboring principally to set certain great wheels in motion, which still want something more decisive on my part, and I am confident of all that is wanting to set them so effectually moving as to roll the burden and calamities of war from our doors back with aggravated ruin on its authors, which, if I can be the means of effecting, the world may bestow the rest of its honors on whom it pleases; I shall be contented, the extent of my most ambitious hopes thus accomplished.

. . . M. Dubourg has continued to render me every assistance in his power; to be particular would swell this letter beyond all bounds. His abilities and connections are of the first style in this kingdom, and his zeal for the cause of the United Colonies is to be described only by saying that at times it is in danger of urging him beyond both; in short, I am every way deeply indebted to him personally for bringing me acquainted with agreeable persons of rank and character, and on account of my honored constituents for assisting me to make such a favorable beginning and progress in my business. I know not how affluent he may be, but as he has really for some time devoted himself to assist in this negotiation, I am confident something honorable will be thought of for him. I have complimented him by asking of him his portrait to be sent to his and my friends in America in my private capacity, mentioning our mutual friend Dr. Franklin. This I found so agreeable, that I am confident some such distinction would be more acceptable than more lucrative rewards. Dr. B[ancroft]. took pains to collect all the political publications of the last year for me and brought them with him; he was at considerable expense in his journey; I sent him from Bordeaux a bill of thirty pounds and paid his expenses in my lodgings here. At parting I desired him to keep an account, and when the money was expended to inform me. This gentleman is certainly capable of giving as good, if not the best, intelligence of any man in Great Britain, as he is closely connected with the most respectable of the minority in both houses, not particularly obnoxious to the majority, and for his abilities, they are too well known to Dr. Franklin to need any attempt to do them justice in a letter. . . .

Silas Deane

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1. Wharton, ed., *Revolutionary Diplomatic Correspondence,* II, 119–22.
2. The date of this section of Deane's long letter, begun July 20, is approximated.

28 July (Sunday)

Arthur Lee to Silas Deane[1]

[Extract] [London] July 28th

. . . It seems necessary to me that we shoud have an interview to settle a plan with more safety than can be done by Letter, even in Cypher. For this purpose I woud come to you immediately, but that it being now in the middle of our Law Circuit, my quitting it abruptly woud be remarkd. That will be over the 10th of next month; when I will set out to meet you, unless you shoud think it improper. I have inclosed you a Cypher for greater safety, & beg you will answer me as soon as possible inclosing it to Mr Alderman [William] Lee No 33 great tower Hill, London. If you have no objection to my coming, be so good as to hire for me a convenient private Lodging near you, to be enterd the 15th of the month & continued in weekly. Let me know the House, street & Quarter, that I may drive to it immediately because enquiries are always made about those who come to the Hotels. I woud have it taken in the name of Mr Jackson. I beg too that you will mention precisely where you lodge, that I may find you without inquiries which are dangerous.

Permit me to warn you against any communication whatsoever with english, Scots or Americans, here or with you, until you are very well assurd of their characters, & with the middle of the three never. . . .

If you should have an opportunity of writing to — before I see you, caution them against Sir James Jay, Dennis DeBardt, Mr [John] Langdon formerly Delegate from N. Hampshire, Paul Wentworth, & William Molleson a Maryland Mercht with whom Mr [Matthew] Tilghman, a Delegate for Maryland corresponds without knowing that his intelligence goes directly to Administration. Col. Mercer too, who is always with ministerial people shoud not be trusted. I have good reason to fear that Joseph Reed in Philadelphia is a dangerous man. In these times it is necessary to obstain from trusting those of whom there is the least suspicion. The Scale is coming so near to a ballance, that a little treachery may turn it to our destruction, & the ruin of public Liberty.

Adieu

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1. Stevens, ed., *Facsimiles,* No. 467.

"Extract of a Letter from Portsmouth, dated July 28."[1]

This morning sailed from Spithead, the *Perseus* frigate, Capt. [George Keith] Elphinston, with all the transports and victuallers under her convoy for America.

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[1] *London Chronicle,* July 27 to July 30, 1776.

Letter from Plymouth[1]

[Extract] July 28

I send this purposely to inform you, that this Morning arrived here a Coaster, the Master of which declares, that Yesterday he met with a Topsham Pilot-boat, who told him, that between the Start and Torbay he met with an American Privateer, mounting twelve Carriage Guns, spread a great deal of Canvas, full of Men, and is painted Black. He asked the Pilot many Questions; and among the rest, what East or West Indiamen were expected. When I first heard it, I did not believe it, but sent a Person to the Captain of the Coaster, who confirmed the above Account, so that I believe it true, and would have you make it public at Lloyd's, &c.

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[1] *Public Advertiser,* London, August 5, 1776.

29 July

Public Advertiser, Monday, July 29, 1776

London, July 29.

The nine English Ships, mentioned in Saturday's Paper, were all taken by two Provincial Privateers, with the greatest Ease, after they had been convoyed 150 Leagues from the Ports they respectively sailed from, and left by the Men of War under a Supposition that they were totally out of Danger. The privateers which took them were but thinly manned, and weakly armed. One carried ten and the other twelve Guns. Several of the Ships had a greater Number, but (which is very extraordinary) no Powder on board, the Governors of the Places they sailed from not allowing any to be shipped for fear enough should not remain with them to defend their Situations in Case of an Attack, which was something more than probable.[1]

A petition is preparing by the West India Merchants, to be laid before the Admiralty, praying there Lordships to appoint Cruizers and Convoys for the better Protection of their Trade.

The certain advice received on Friday of nine sail of ships being taken by the American privateers, have raised the insurance on all Jamaica ships, and ships from the West-India islands 20 per cent. more than it was before; and many of the underwriters even refuse to enter their names on a policy; for they look upon it a very hazardous venture, as there are a vast number of privateers out to intercept our homeward bound West-India ships.

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[1] There were ten vessels named, and this refers to the seven taken by the privateers *Revenge,* 12, and *Montgomery,* 10 guns.

30 July

London Gazette, SATURDAY, JULY 27 TO TUESDAY, JULY 30, 1776

Admiralty-Office [London], July 30.

By Letters received from Captain Douglas, of His Majesty's Ship *Isis,* dated at Quebec the 26th and 27th of last Month, it appears, That immediately after raising the Siege of Quebec, of which he gave an Account in his Letters of the 8th and 15th of May, every proper Measure was taken to facilitate the farther Operations against the Rebels, by sending down the River all the Pilots which could be procured to bring up the Transports that were daily expected with General Burgoyne from England and Ireland; and, that no Time might be lost on their Arrival, he had provided Pilots for the upper River, and placed Frigates and Armed Vessels in proper Stations to assist and escort them; and also, lest the Transports should be prevented by contrary Winds from sailing up the River, he had stationed Vessels with Provisions at proper Places, for the Use of the Troops, if they should be obliged to disembark and march by Land. By these Dispositions, all the Transports with Troops which had Pilots on Board, proceeded up the River without stopping at Quebec, and arrived at Three Rivers Time enough to defeat the Rebels, and afterwards drive them from St. John's and all their Posts below Lake Champlain. Captain Douglas in the same Letter says, that the prudent and spirited Behaviour of Captain [Henry] Harvey, of the *Martin* Sloop, cannot be too much commended; and that the Zeal, Vigour, and Unanimity, of His Majesty's Servants on both Elements were scarcely equalled on any other Occasion within his Remembrance. He also writes that he was, in Concert with General Carleton, considering upon a proper Establishment for Armed Vessels to be employed on the Lakes Champlain and Ontario, and in contriving the most expeditious Means of getting them, with other Craft on the said Lakes, in order to the better accelerating the Passage of the Army; and that Captain Harvey, of the *Martin,* was returning to Sorel, in order to examine into the Means of floating between Camels (as is practised in Russia and Holland) through the Rapids of Chamble into Lake Champlain, the Six Armed Vessels, one of which was already arrived from England, and the others hourly expected.

By a Letter received from Vice-Admiral Young, dated at Antigua the 31st of May last, it appears, that Captain [Henry] Bryne, of His Majesty's Ship the *Hind,* which had been sent on Service to St. Augustine in the Province of Georgia, having Intelligence that the Rebels were fitting Armed Vessels in the adjacent Rivers, and being at Anchor off Sunbury River, he ordered Lieutenant [Alexander] Ellis, of the *Hinchinbrooke* Armed Schooner, with the ship's Tender and Boats, mann'd and arm'd, to proceed over the Bar, where they set on Fire a Brig that was loading, and a Ship on the Stocks, intended by the Rebels for a Privateer to carry 20 Guns. It further appears from the Admiral's aforementioned Letter, that since the Account transmitted in his Letter of the 3d of March, and published in the *Ga-*

zette of the 8th of last Month, the Cruizers under his Command had seized Seventeen more Ships and Vessels, either belonging to or employed in carrying on a Trade with His Majesty's Rebellious Subjects in North America.

Public Advertiser, TUESDAY, JULY 30, 1776

London, July 30.

When the Advice arrived on Friday last, relative to the Captures made on our Shipping by the Americans, all the West-India Merchants immediately locked up their Warehouses, as not knowing what Value to set on Rum and Sugar, and the other Commodities produced in the American Islands.

PENET & PLIARNE TO SILAS DEANE[1]

Nantes, 30 July 1776.

Sir, I could not sooner send you the enclosed samples of the same cloth which I have sent to the Continent. I can deliver one hundred thousand ells of this material in different colors at 5#.[2] 6#. 7# per ell in French money. You will not be able to judge the quality and beauty of this cloth from the samples alone, but they will show you the colors.

We have also twenty thousand wool blankets available from 4# to 6# each.

I can supply you with all the items and I assure you that you cannot expect such good quality, low prices and immediate service from anyone else in Europe but our firm.

I have just made arrangements for guns. I can send you 30 thousand for 12# or 13# apiece, similar to those which I have sent to the Congress and which are quite reliable. Again, I renew my offers to be of service and I hope, Sir, that you will have enough confidence in our Nantes firm to give it the preference of your trade, since we are already trusted by the Continent and we have six vessels directed to our firm sailing for the account of private persons from the Northern provinces and which we are going to load with such articles.

I have received orders to have uniforms made for the regiments of some provinces, which I shall do immediately.

If you wish to deal with our Nantes firm for your supplies, I beg you to let me know by the first mail so that I may make other arrangements if it is not convenient for you. Two ships are to get under way any time and if you wish to have a few things sent there, I beg you to let me know.

In Bordeaux, our office is in the hands of Recules de Basmarin & Raimbaux. My associate M Gruel wrote to them. They will have the honour to offer you their services. You can trust them fully. It is a wealthy firm in that city.

Allow me, Sir, to warn you about the Irish and Scottish firms in Bordeaux, or any other places in the kingdom. I have good ground for complaining about them. They are our worst enemies.

I am also advising you that I refused the guns which you saw in Paris. They tried to deceive me and make me pay twice as much for them as they are worth. It is scandalous: they wanted them to be loaded without allowing me to see them. But I did not do it and refused them. It would have been disloyal and deceitful to the Congress if I had shipped such weapons. I have a factory which supplies me with as many as I want and which charges me half as much for much better weapons. I have the honor to be with the most sincere consideration, Sir, [&c.]

Pliarne Penet & Co.

1. Silas Deane Papers, ConnHS.
2. Francs.

31 July

Public Advertiser, Wednesday, July 31, 1776

London, July 31.

A private Letter from Philadelphia, which came by the Way of Ireland, says, that the General Congress have sent Agents to Genoa, and other Ports, to purchase Ships of War from 40 to 80 Guns;[1] and have ordered, in every Port they have, large Ships to be built as fast as possible, as they intend next Spring to have a very powerful Fleet.

[1] Appearance of this fanciful item undoubtedly prompted the following spurious paragraph, which appeared in the *Public Advertiser,* London, on August 2:

> The following is taken from a Letter received by a Merchant in the City, which came by the Way of France from Philadelphia, dated June 1. 'The 28th ult. arrived in this Port three Ships Genoese built, which mounted 64, 56, and 48 Guns each. They are named the *Defence, Cumberland,* and *Supreme.* Each Vessel is provided with close Quarters, and boarding Nets, &c.'

Public Advertiser, Saturday, August 3, 1776

Canterbury, July 31.

On Monday [July 29] about Twelve o'Clock, a Sloop arrived in the Downs, having on board Capt. Risden [Keylock Rusden], and a Part of his Crew, his Ship and Cargo being taken by a small Provincial Privateer the latter End of May, at the Mouth of the Gulph of Florida;[1] the Captain being put on Shore, had, by the Assistance of some Friends, purchased the above Sloop, in which he returned to England.

[1] Rusden was master of the ship *Reynolds* taken by the Pennsylvania privateers *Congress* and *Chance.*

GEORGE ROSS AND JAMES HODGES TO PHILIP STEPHENS[1]

(Copy)
Sir, Sloop *Yankey* Off Dover July 31st 1776.

We beg you will acquaint the Rt Hble the Lords Commissrs of the Admiralty, that the Ship *Zachary Bailly* from Jamaica bound to London, and *Creighton* from Antigua for America (with Rum for the Use of His Majesty's Forces) whereof we were Masters, was taken by the Privateer *Yankey* [*Yankee*] of Boston, Henry Johnson Commander, of Nine four Pounders, Sixteen Swivels and forty three Men; the former was taken the [blank] June in Lat: 29°. 54. No Longe. 70°. 30 W. the latter the 26th of the same Month in Lat: 31°. 00 Longe in 68°. 30 W. –

We were taken on board the *Yankey* with eight of Our Crews, with Mr Rd Rouse Master's Mate & three Seamen belonging to His Majts Ship *Experiment,* who had been Passengers in the *Creighton* & a few days after parted Company with the Prizes, each to make the best of their way to some Port in the Massachusets Bay. But on the 3d of July then in Lat: 36°. 40 N. & Long 65.00 W. We embraced a favorable opportunity to seize Capt Johnson & the Centinels upon the Quarter Deck, and with the assistance of Our People got Command of the Deck without Bloodshed; Immediately after taking the Vessel discovered two Sloops in chace of us, which we suppose were American Privateers, being greatly inferior in number to the Prisoners on board & unable to fight all our Guns, declined an Engagement & bore away for England.

We cannot help expressing our apprehension, about the safety of the Jamaica Ships, having seen several American Cruizers in their track.

Upon our arrival in London shall Personally wait upon you to be Honored with their Lordships Commands relative to the Privateer & her Crew, they act under the Commission of the President of their Congress; The Flag a Pine tree in a White Field, with the Inscription Appeal to Heaven. We have the Honour to be with great Respect Sir, [&c.]

Geo: Ross James Hodges

Inclosed is a List of the Prisoners on board the Sloop *Yankey* when taken[2]

[Enclosure]

A List of the Crew of the Privateer *Yankey,* Henry Johnson Commander, when taken.

No	Men's Names.	Quality.	What Country – Native
1	Henry Johnson	Commander –	of America.
2	Elip[hale]t Downour[3]	Surgeon –	
3	Abijah Keys –	Mariners.	
4	Nathl Stone		
5	Wm Whitmarsh		
6	Josh Rockwell		
7	Benjn Tippell		
8	Danl Kelly		
9	Jno Kelly		
10	Benjn Buckskine		
11	Thos Battson		
12	James Long		
13	Jno Pearson		
14	David Hall	Gunner	of Great Britain & Ireland.
15	Jno Cockran	Boatswain	
16	Wm Sowerby	Mariners.	
17	Archd Hunter		
18	Wm Broadway		
19	Chas Grant		
20	Danl Sparrahawke		
21	Timo Chein		
22	Walter Hogg		
23	Jno Anderson		
24	2 Negro Slaves		

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1. PRO, State Papers, 42/49, 78b, 78c.
2. On this date Stephens sent a copy of the letter and enclosure to Lord George Germain. *Ibid.*, 78a.
3. Dr. Eliphalet Downer.

"Extract of a letter from Dover, July 31."[1]

The *Zachary Bayley,* from Jamaica for London; and the *Creighton,* from Antigua, with rum for the army, were taken by the *Yankee* privateer, Captain Johnson, carrying nine four pounders, 16 swivels, and 43 men. The prizes were sent to New England, and the masters together with a midshipman of the *Experiment* man of war, who was a passenger, and eleven seamen, were taken on board the privateer. On the third of July they seized the privateer, without bloodshed, and have brought her to Dover. They were chased by two sloops, whom they imagined to be American privateers, but durst not engage them because of the number of prisoners they had on board.

Captain Johnson (the American commander of the privateer) complained of the illiberal treatment he received, by being insulted frequently while at sea, calling him by the most opprobrious names, and threatening him with the cruellest and most savage punishments, and also for suffering many people to come on board after the privateer arrived in the river, to insult him in the grossest terms, though he was then a prisoner; and when his brother came to see him, after a three years absence, they were not permitted to talk together one minute in private.

The prisoners on board the *Yankee* privateer, having petitioned not to be close confined, but that they might be put to some employment, upon which it was agreed that they should be placed on board the guardships. The vessel was afterwards ordered to be sold, and the money to be given to the captors.

1. Almon, ed., *Remembrancer,* III, 237.

Lord Stormont to Lord Weymouth[1]

Most Secret
No 57

Paris July 31. 1776

My Lord As great Latitude is left me, in the Execution of the orders transmitted me, in Yr Lordships Letter No 29,[2] and as the Business is of considerable Nicety, as well as Importance, I will venture to state to Your Lordship, what has occurred to me upon it, after turning it much in Thoughts, and weighing it with all the Attention I can. — The objections to an unfavourable answer, are too obvious to be dwelt upon, and that in the present moment, we should receive such an answer as we wish, is more than I can bring myself to expect; Besides the desire, this Court naturally have, to protract the American War, till it waste our strength and Treasure, which desire, must make them averse to anything, that tends to damp the Hopes of the Rebels, They think My Lord, that France is a Gainer, by the Trade, she is beginning to carry on with America, and in a great commercial, and Natural View, would as much wish to wound the Act of Navigation, as we must always wish, to keep that valuable act entire. To strengthen this general reasoning, I must add, that I have been, more than once, informed, that the leading Opinion in the french Cabinet is, that they should give us friendly Professions, but should avoid any Step, that can tend to discourage the Rebels; that they should in a Word, lie by, wait the event, and take Council from it. I have been informed too, that the giving a declaration in writing, that they would not suffer the Rebels, to be supplied with Ammunition, was by some of the french King's Ministers, considered as an oversight. — Your Lord Ship remembers, that, that Declaration was given me, upon my first shewing M de Vergennes, an Office Ld Grantham[3] had past to M Grimaldi,[4] and that Ministers answer to his Lordship; and then, passing an office of a Simular Nature, and conceived almost in the same Words. Perhaps My Lord, the same Method Might Succeed again. If Spain, whose Trade with the American Rebels, is much less Considerable, than that of France, could be brought to give such a Prohibition, as Portugal has given; this Court might perhaps in that case, be induced to follow the Example of their Ally; tho they would, I doubt, not follow that, of a Court so closely connected with us as Portugal, who must consider our Prosperity, as inseparable from her own.

I can assure Your Lordship, that the Naval Preparations, carrying on in the Different Ports of France, are as they ought to be, the object of my Constant attention. I am not at present, able to add any thing very Material, to the Accounts I have already sent you. The Intelligence, which I gave your Lordship by the last Messenger, and gave it as very doubtful, I am now convinced is Not true. No orders have been given, to slacken these Preparations, The more probable opinion is, that they have been quickened – Upon the first arrival of the News from Spain, Monsr D'Aranda,[5] as I am positively assured, went both to Monsieur de Maurepas, and M. de Sartines, and insisted Strongly, upon the Necessity of carrying on all these naval Preparations with double Vigour, and pressed much for orders to be sent to the different Ports.

It seems to me very doubtful, whether his Request was complied with. I have been again informed, from pretty good authority, that he held the Language I mentioned in my Letter No 55, He has since changed his Tune, and now says, that M de Maurepas, and he, reasoned differently at first, but that at last, that Minister came over to his Opinion; But this Language may be artificial. – I am inclined to think My Lord, that if any orders were sent in consequence of his application, it was only *par Maniere d'acquit,* and that this Portugal Business, has made no alteration in the Plan of this Court which is, to go on with these Preparations, as fast as the funds, allotted for that service, will permit. There must, as I have already observed to Yr Lordship, soon be a Diminution, of the Activity with which they are carried on, unless the four additional Millions, M de Sartines demands, can be found. This will be the more difficult, as their Treasury is certainly at a low Ebb at present, and no body imagines, that M Clugny's Management will increase the Revenue.

There are Letters from the Neighbourhood of Toulon which say, that the Preparations there, are carrying on with uncommon Activity; upon the strength of these Letters, and of the Reports that are so prevalent here, (where War has been much talked of, since the first News from Spain) a foreign Minister, with whom I am very intimate, spoke to M de Vergennes Yesterday, and pressed him home – He said, "That in Consequence, of what His Excellency had been pleased to tell him some time ago, He had assured his Court, that the present sentiments of France, were perfectly pacific; and that the Naval Preparations she was making had no hostile View, But that now, that he heard so much, from various Quarters, of the Activity, and Vigour, with which these Preparations were carrying on, He took the Liberty to ask him again, whether they were going to make any Armament. He added, that he had no Right to expect to be let into Secrets, but that armaments could not long be concealed, and he was persuaded His Excellency had too much friendship for him, to expose him to the disgrace, of giving his Court false Information, upon so essential a Point.["] M de

Vergennes answered him, with every appearance of openess, and Sincerity, begged him, not to credit the Reports of Paris, which would certainly mislead him, said, that what they were doing in their Ports, should not be called *"des Preparatifs", c'etoit seulement des Mesures de Sureté, et de Prevoiance.*["] He added, that he was very sensible, that any armament, in the present Moment, would give an Alarm, but assured him most positively, that no armament was making, no armament was intended.

What adds Credit to these assurances, for the Truth of which, both M. Maurepas and M. de Vergennes, have repeatedly pledged themselves, is, the moderation with which they have certainly acted, in this Portugal Business. Such Conduct is, I think, a strong Earnest of their pacific Intentions, had they meant or wished a War, they would have inflamed, instead of Mollifying the Resentment of Spain. Tho' I think it my Duty, to state things exactly as I see them, and upon that principle, represent the present French Ministry, as friends to Peace, Yet I am very far from meaning to say any thing, that could tend, to lull us into security, having ever been persuaded, that our only real Safety, against such a Rival who will always wish, if she does not Meditate Revenge, is, that which we derive from our own Vigilance, and superior Naval Strength. I am with great truth and regard My Lord [&c.]

Stormont

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1. PRO, State Papers, 78/299.
2. See under July 26.
3. British Ambassador to Spain.
4. Spanish Minister of State.
5. Spanish Ambassador to France who brought news of the disputes along the Spanish-Portuguese border.

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1 Aug.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JAMES ORROK, H.M. SLOOP *Hazard,* LEITH[1]

Whereas we have received information that several Vessels belonging to His Majesty's Rebellious Subjects in North America, have arrived in the Ports of Holland & other Northern States; And whereas there is reason to believe that some of them will attempt to return to North America, North about with Cargoes of Gun Powder & Ammunition, for the use of the Rebels; You are hereby required & directed, forthwith to proceed with the Sloop you command, together with the *Alarm* Cutter (whose Commander is directed to follow your Orders) and Cruize off Fair Island, between the Isles of Orkney & Shetland, stretching occasionally to the Northward of the latter, and diligently to look out for, and use your best endeavours to intercept, and seize, all such Vessels as you may fall in with belonging to His Majesty's said Rebellious Colonies, bringing them into Port to be proceeded against as the Law directs.

If the *Alarm* Cutter is not at Leith, you will send the inclosed Order[2] for her Commander to Dundee (where he is to call for Orders) with such directions as you may judge proper to give him respecting his joining you.

You are to continue upon this Service for one Month, and at the expiration thereof, proceed to the Isles of Shetland yourself, in the Sloop, and send Lieut Wardlaw, in the Cutter, to the Isles of Orkney, in order to raise as many Voluntier Seamen & Seafaring Men for His Majesty's Fleet as you shall respectively be able, in the course of a Week or ten Days, and then repair to Leith, and put them on board any Tender that may be there to be brought to the Nore, giving us an Account of your Arrival & proceedings.

You are then to proceed to your Cruizing Station between St Abbshead & Cromarty, and Cruize agreeable to former Orders, directing the Lieutenant of the Cutter to do the like. Given &c, 1st. Augt 1776.

Sandwich J Buller H Palliser

By &c G. J.

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1. PRO, Admiralty 2/101, 255–57.
2. *Ibid.*

LORDS COMMISSIONERS, ADMIRALTY, TO LIEUTENANT JAMES GORDON, H.M.S. *Boulogne,* SPITHEAD[1]

Whereas Lord George Germain, One of His Majts Principal Secretaries of State, hath desired that an Officer and sixty Recruits which are at present assembled at Portsmouth, in readiness to embark for North America, may be carried thither in the Ship you command, You are hereby required and directed to receive the said Officer and Recruits on board, and with the first opportunity of Wind and Weather proceed to Sea, and make the best of your way to Halifax in Nova Scotia, where on your arrival you are to land them – Having so done and delivered the Ship and the Stores with which she is laden, into the charge of the proper Officers, and disposed of the Supernumeraries in such manner as the Commander in Chief of His Majts Ships there, for the time being shall direct, You are to return to England by the first opportunity, sending Us an account of your arrival and proceedings

You are to victual the Officer and Recruits abovemention'd in like manner as Land Forces are usually victualled, during their continuance on board Given under our Hands the 1st Augt 1776

Sandwich C: Spencer H. Palliser

By command of their Lordships PS

By Express at 4. P.M.

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1. PRO, Admiralty 2/101, 250–51.

Public Advertiser, THURSDAY, AUGUST 1, 1776

London, August 1.

Yesterday Morning arrived in the River the *Baltimore,* Capt. Bennett, from New Providence, which ship brought home Capt. Stevens [Christopher Stephenson] of the *Lady Juliana,* and Capt. Rusdan, [Keylock Rusden] of the *Reynolds,* Jamaica Ships, which were taken by the Provincial Privateers.

George Ross to Philip Stephens[1]

Sir Sloop *Yankee* August 1st 1776 –

I beg the favor you will acquaint the Right Honble The Lords Commissioners of the Admty that I arrived at our Moorings below Ratcliff Cross with the Privateer Sloop *Yankee* Inclosed you will receive the Captains Commission and Instructions and shou'd be glad to be Honored with their Lordships directions relative to the Disposal of the Prisoners and Vessel I have the Honor to be Sir [&c.]

George Ross[2]

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1. PRO, State Papers, 42/49, 79b.
2. Stephens forwarded a copy of this letter and enclosures to Lord Germain. *Ibid.,* 79a.

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2 Aug.

M. Garnier to Vergennes[1]

[Extract] London, 2 August 1776

You know, My lord, that Lord Weymouth mentioned our armaments only once and without pressing the matter. The more lightly he treated this matter, the more concerned he was, as I realized. Since then, he did not mention it to me any more. The other Ministers never spoke to me about it. Silence in such delicate matters is always suspicious; consequently I am more attentive than ever to all the movements of the English Navy. I had the honor to inform you previously that four Line of Battle Ships had been newly commissioned to serve as Guardships; orders have been given for six more to be commissioned for the same purpose, to wit, the *Sandwich,* 90, and *St. Alban,* 64, for Portsmouth; the *Queen,* 90, and the *Bienfaisant,* 64, for Plymouth; the *Prince George,* 90, and the *Augusta,* 64, for Chatham. A large quantity of cables, masts and rigging are being sent to Halifax. Three new Frigates are building. Finally, we have intelligence from Plymouth that the *Belleisle* of 64 is destined for the East Indies; that the Sloop *Spy* which was brought to this port by Sailors belonging to the Yachts in Deptford, formed her crew with detachments from Guardships with the addition of 20 Marines, and that she sailed on the 25th of last month for Newfoundland. You will also recall, My lord, the information I had the honor to send you with respect to 50 Vessels being furnished with arms to transport supplies to America. The Government also purchased a large Vessel called *Union* from the India Company. She received the name of *Elephant* and is being equipped with 16 guns to sail for America.

I can only see one reason behind all these maritime preparations. They are preparing here a large armament in case it should be needed. Among the Ships being brought to seaworthy condition, two are in want of repair and will necessarily require time. Furthermore, men are needed for their crews, and at the moment they are in America. Thus, this fleet should not be ready to put to sea before the end of this year, and this only with the help of an impressment. But if it should take place on any pretext, the most sudden and vigorous course on our part, My lord, if I may express my opinion, is that which will ensure our safety.

. . . But of all these preparations, I must confess that I [am] most concerned with the least noticeable one. I am speaking of the expedition of the Sloop *Spy* to Newfoundland. The Squadron which is cruising in that Sea left a long time ago and I cannot imagine why this Ship should be sent at this time. But our weak condition in this part of the world, the importance for England to get hold of our best sailors early at the beginning of a war, the ease with which it can be done and our unfortunate experience in the past will always give me great cause to worry. It may be also that our Correspondent in Plymouth is ill-informed because the Office of the Navy indicated her destination as America. I am doing my best to find out the truth about the destination of this Sloop and the real purpose of her mission.[2]

The Frigates *Perseus* and *Richmond* left Portsmouth on the 30th of last month with 15 transports loaded with recruits, war ammunition and victuals for America.

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1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.
2. The Sloop *Spy*, Captain William Shackerly, was ordered with dispatches to Newfoundland on July 11, PRO, Admiralty 2/101, 233.

Silas Deane to the Committee of Secret Correspondence[1]

[Extract] [Paris] August 2[2]

I should have sent this off earlier, but delayed on account of hearing something more directly, if I might depend on certain articles for which I was in treaty; I am now assured I may, and the whole will be ready to ship in all the month of October. My next labor will be to obtain a convoy, which I do not despair of, though it is a delicate question, and I have only sounded at a distance, yet I have no doubt of obtaining one, at least off the coast of Europe, and the articles will be shipped as for the West India Islands. I propose arming and well manning the vessels in which these articles shall be embarked, and I advise again the sending all remittances to Europe in armed vessels. The probability of meeting with English merchants is well worth the risk. I hope that it will be considered that one hundred field pieces, and arms, clothing, and accoutrements, with military stores for twenty-five thousand men, is a large affair; and that, although I am promised any credit, yet as they must be paid for, the sooner the better, if to be done without too great a risk.

A considerable part of these articles are now on hand, and orders are issued for the others by the contractors this day. I prefer Bordeaux to any other port for shipping them from, but the remittances must be made to several, on which I will give you my opinion in my next.

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1. Wharton, ed., *Revolutionary Diplomatic Correspondence,* II, 122–23.
2. Continuation of letter begun July 20, 1776.

3 Aug.

Public Advertiser, SATURDAY, AUGUST 3, 1776

London, August 3.

Yesterday Morning Insurance on Ships from Jamaica for London was done at 20 l. and from the Leeward Islands at 15 per Cent.

PENET & PLIARNE TO NICHOLAS AND JOHN BROWN, PROVIDENCE[1]

Gentn Nantes 3d. August 1776

We have Recd the honor of your first letter of the 23d April By Capt [Gideon] Crawford, who arrived at Nantes In the Ship *happy Return,*[2] we have made the Best Returns we Could of his Cargo. However we have not Sold to such advantage as we could have wish'd, but we hope nevertheless you will find your account in it, & that you will be Entirely Satisfied with the Merchadize we Send you in Return, which Consist of such Articles as the Capt Demanded of us. you may be Assured they are of the first Quality & the Lowest prices having Obtaind them from the first hands.

The Invoice Annexed will Inform you the Sales of your Fish Oil Whale Oil & Staves, you will Also find a State of the Cargo Remitted him, the price Charges & Commission. Another of your Vessells to our address Capt saml Avery In the Ship *Sally*[3] Laden with Refind Fish Oil, Common Oil & whale Oil & Staves, we hope to dispose of his Cargo Immediately & Dispatch him with the goods he may Demand we Shall be pleasd to hear of his Safe arrival with you.

We pray the Lord to Bless him & Preserve him from Our Cruel Ennemys, As We understand by your Letter you Intend to Send us Vessells this Winter, herewith you have account of Necessary Cargo, Tobacco, Rice, Indigo, Bees Wax undressd Deer Skins, Fox Skins, Beaver Skins with all Kinds of Furrs that you may have – hemp, Salt Beef, Iron In Barrs — Fish Oil, Sperm Oil, a quantity of Staves for Sugar Hhds the Largest you may have

We have agreed or Contracted with the fermiers General of France for Twenty thousand Tons Tobacco. Consequently have power to Enter it Freely in our port of Nantes. if you Can furnish us the whole quantity, it is the Best Cargo you Can Send us, if not, Bees Wax, Rice & Furrs. On Each of these Articles I mention you may Speculate with Safety & be Sure they will Come to good market In France. In few days we shall dispatch 2 Vessells to our address from Virginia, also a Vessell we have Load[e]d for the Congress. I do not purpose to Come to your Colonies before the End of your

War, my presence in France is much needed for the Operation of Business for the Continent my Place of Residence is at Nantes, it is the most Advantageous port of any in France for your Ships a River that Extends 150 Leagues into the Kingdom which Facilitates the Circulation of any Merchandize whatsoever, In Consequence Large purchases are made of Every kind of Merchandize. these are the Reasons I would Engage you to give this port the preference for your Ships, & that of Mr James Gruel, Island Feydeaux at Nantes.[4] It is one of the Best houses of this port, & with whom you may safely Confide your Interests, it is Likewise the Only house that has power to Expedite yr Vessells Thus Gentn you may address them all your Vessels & those of your friends whenever they Come Recommended from you, you may be Assured that all those that Come to our Address, will be dispatch'd Imdtly, & we will Serve them as no other Vessell will be – We have the Facility to procure you all kind of Goods that you may need Dry Goods or Warlike Stores

I Can give you no Account of the Sentiments of France, Concerning your War, I will acquaint you Only, be assured that you do not want Friends here, & that they will not let you want for any thing. We Will put you in a Condition to Support yourselves against your Ennemys, we are In daily Expectation, & In hopes to Forward good Tidings to the Honorable Congress.

How does Our good Capt Wm Rhodes of Providce give my Compts to him & our dear Professor who speaks French, I pray you Remit this Letter to Mr [Nicholas] Cooke. We have the honor to be most Perfectly [&c.]

Pliarne Penet & Co

P.S We Expect Warlike Stores. & Quantity Cloths, Linens, & Blankets &c In order to Dispatch Vessells as quick as possible that they may Return to you before winter is Over I would recommend you Mr Pliarnes Son, if he Should need any thing, he will draw on me – I pray you forward all my Letters to their Several addresses –

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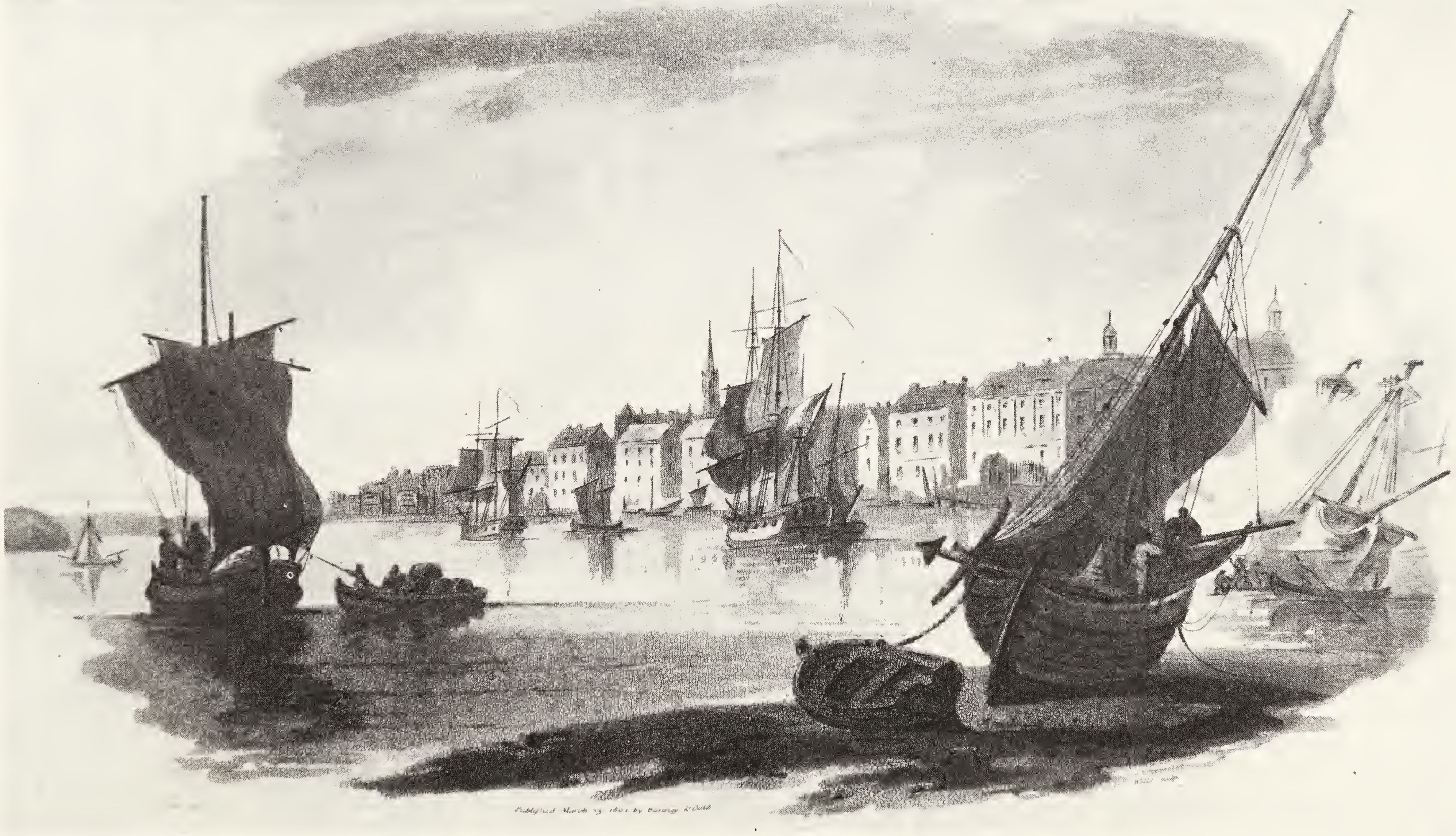
1. Nicholas Brown Papers, JCBL.
2. See Volume 4, 1215–16 and 1481.
3. See Volume 4, 1482.
4. Gruel wrote a lengthy letter to the Browns this date enclosing an invoice of goods shipped on board the *Happy Return* for her return passage, and explaining why whale oil would not sell in France. He noted that bees-wax, timber, staves, rice and flour "are the articles which will yield the most profit." Nicholas Brown Papers, JCBL.

PENET & PLIARNE TO BENJAMIN FRANKLIN [1]

Sir, At Nantes the 3 August 1776 –

We have the Honour to write you by Capn Crawford of Rhode Island that Mr [Nicholas] Brown of Providence consign'd to us at Nants, whoom we have dispatched with a Cargo of Powder Muskets salt peter &ca, who promis'd to deliver you this.


Published March 13 1801 by Harvey & Dodd

View of the Port of Bordeaux.

I had the honour to inform you in May last at my arrival in Europe of the success of my opperations, and of the advantageous dispositions I met with, now I will inform you have embarked in your ship the *Hancock* a Cargo of Muskets Saltpeter Powder Tin Lead &ca amounting to 60 or 70 thousand Livers, which sum only M. Schweighauzer could pay us. We are forced Sir to acquaint you that all the Houses you have in spain and Portugal use you very Ill and make no remittances to Nantes, we have now in our stores Goods ready to send you to the amount of Forty thousand Guineas, but two of your Ships have arrived here from Cadiz in Ballast one is the *Hancok* and the other the *Adams,* the last brought no money, We askd Mr Schweighauzer if he would answer for the Cargo which we were desirous to deliver to the Capn on his paying us when he should have money of yours in his hands, he told us he could not take that on himself. notwithstanding Sir as we have the greatest Confidence in you and the Honourable Congress, we shall immediatly dispatch this Vessell with a Cargo of Ammunition, provided however we can obtain from Manufactorers, the credit we require, and we beg you will send us remittances by the first oppertunity, we request it less on our own Account than by the desire we have of serving so respectable a Nation as yours, you may depend on our willingness to do every thing in our Power for your assistance.

I have seen Mr Dean formerly a Member of your secret Committy as well as Mr Morriss' brother[2] we have offer'd them our services at Paris, we carry on our buisness seperately without communicating our Opperations to one another, if our house can be useful to them they may dispose of it.

Several Vessells have been consign'd to us from Rhode Island and Virginia they have been dispatched in few Days with good Cargos and we can flatter Ourselves that all Vessells consign'd to us will meet with equal dispatch as we have taken our measures in consequence.

We have obtain'd a written Permission for twenty thousand hogds of tobaco, by on recipt of this Congress may remit us what quantity they please and we will warrant their admition in our Ports.

If you have any yellow Wax, Rice and Furs they are articles on which you might obtain great Profits.

We hope Sir, that Congress will have sufficient Great Confidence in us to consign directly to us their Vessells loaded with your Produce, we can safely warrant and assure you that we can dispose annually of those four Articles to the Amount of Fifteen Millions this Currency, and send you in return immediatly on the arrival of the ships any quantity and kind of Merchandize you may require.

We have now at our disposal and in our Manufactorys, Cloth for your soldiers and Blankets of a good quality and Cheap, you may inquire of Mr Brown of Providence to whom we have remitted some.

If Mr Dean applies to us for his opperations he shall be served immediatly if not he will find the difference, the name and Direction of our House at Nantes is Mr Jques Gruel Isle feydeau at Nantes, one of the best in the Place and in which you may place an entire confidence. I recommend it to you as the fittest house for your Operations, and will serve you with all possible exactitude. I take the Liberty to recommend M Pliarne to you and beg you will let him have what money he may want and Congress may take his Draughts on me for the amount.

Will you be pleased to assure the Members of the Honourable the Congress — Secret Committy and all those I have the honour to be acquainted with of my Zeal, and of the desire I have of procuring them all possible assistance I dare flatter myself that I shall more and more merit their Confidence, & have no other Interest than to oblige your Nation, support Liberty and sacrifice myself for your Country as which I regard as my own, such are my Sentiments and those of my Freinds who are concern'd with me.

My Presence in France is too necessary, being obliged to transact the secret affairs myself, to permit me to return to the Continent before the End of the Warr, unless you think proper I should go sooner, my residence is at Nants at the House of M. Jques Gruel Mercht it is the most advantageous Port in France for your ships, its River runs 150 Leagues into the heart of the Kingdom and facilitates the transport of all kind of Goods. consequently there are large purchases made in this City of all kinds, which induced me to fix on it as the fittest for your affairs, here you may send all your ships, I will be answerable for the disposal of their Cargos, if you send to Bordeaux Direct to Mesrs Reculé de Basmarin & Raimbaux, at Cadiz to Mesrs Delaville Brothers, with orders to advise Mr Jques Gruel at the arrival of each ship Consign'd to them, so that they may dispose of the Cargos and their produce to satisfie your demands.

Mistrust the Irish and scotch houses in Europe. I have reasons to give you this Caution — send no more ships to Lisbon.

Pliarne, Penet & Co

I have the Honour to write to General Washington, I ask him a favour would you be pleased to sollicit it for me, I shall think my self happy to merit it, that is that he would grant me the title and Commission without sallary, of his first Aid de Camp, that I may have the Honour to wear the uniform and the Ribbon they have when I shall have the pleasure to appear before, I shall be greatly obliged to you if you can send me this Commission, Pardon my importunity, but I am too much attached to your Nation not to be [illegible] I shall deserve, and may be given to me with all Confidence.

Make yourself easy Sir I can not say more by this, we are all your Freinds and will give you prooffs of it, Four Persons which I send will soon be with you, two of which are of Distinction and of great Merit, who will deliver you my Letters themselves, I could not intrust them to any one else as they are of great advantage and importance to you I have the Honour to be with Respect Sir [&c.]

P. Penet & Co

P S. I have the honour to observe, fear nothing as to Warlike Amunition I will furnish all you may want, in as large quantitys as you can require as well as Cannon, I labour with your Freind Mr Dubourg to whom I have not yet deliverd your Letter having left it with my Effects in holland where I landed, I shall send it to him soon.

I beg Mr Franklin would inform Congress that we shall have besides the above mentioned Amunition a quantity of Cloths, Linnen – Blanketts &ca so as to dispatch the ships as soon as they arrive, that you may have them with you before the Winter.

Penet & Co

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1. Henry Laurens Papers, SCHS.
2. Thomas Morris, a half brother of Robert Morris.

LETTER FROM CADIZ[1]

[Extract] August 3.

There have arrived here within this week past seven of our merchantmen from the Havanna: One of these vessels brought two English Sailors, being part of twenty-two British Sailors belonging to three vessels of their nation, who were taken off the island of Cuba on their homeward-bound passage from Jamaica by two American privateers, who gave the above twenty-two men leave either to go to America, or be put on shore; the latter of which they chose; and having a boat given them, arrived safe in it on the island of Cuba.[2] The twenty others are expected here in the next ships that arrive from thence.

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1. *London Chronicle,* September 5 to September 7, 1776.
2. Seamen from the ships *Lady Juliana, Reynolds* and *Juno,* taken by the Pennsylvania privateer sloops *Congress* and *Chance.* See Volume 5.

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4 Aug. (Sunday)

LETTER FROM BORDEAUX[1]

August 4

Three vessels from New York, and one from Philadelphia, have come into the Garrone within these last twenty days; the order of the Court of Lisbon[2] has done us the favour of their visits, and they are no unwelcome guests, as they either bring cash or very saleable commodities.

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1. *London Chronicle,* August 29 to August 31, 1776.
2. Denying the use of Portuguese ports to American ships.

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5 Aug.

"HUMANITAS" [WILLIAM LEE] TO THE LORD MAYOR OF LONDON[1]

My Lord: London, August 5, 1776.

I was last week on board the American privateer called the *Yankee,* commanded by Captain [Henry] Johnson, and lately brought into this port by Captain [George] Ross, who commanded one of the West-India sugar ships, taken by the privateer in July last; and, as an Englishman, I wish your Lordship, who is so happily placed at the head of this great city (justly famed for its great humanity even to its enemies,) would be pleased to go likewise, or send proper persons, to see the truly shocking, and, I may say, barbarous and miserable condition of the unfortunate American prisoners, who, however criminal they may be thought to have been, are deserving of pity, and entitled to common humanity.

They are twenty-five in number, and all inhumanly shut close down, like wild beasts, in a small stinking apartment in the hold of a sloop, about seventy tons burden, without a breath of air, in this sultry season, but what they receive through a small grating over head, the openings in which are not more than two inches square in any part, and through which the sun beats intensely hot all day; only two or three being permitted to come on deck at a time; and then they are exposed in the open sun, which is reflected from the decks and water like a burning glass.

I do not at all exaggerate, my Lord: I speak the truth; and the resemblance that this barbarity bears to the memorable black-hole, at Calcutta, as a gentleman present on Saturday observed, strikes every one at the sight. All England ought to know that the same game is now acting upon the Thames on board this privateer, that all the world cried out against at the mention of in India, some years ago, as practised on Captain Hallowell and others of the King's good subjects.

The putrid streams issuing from the hole are so hot and offensive, that one cannot, without the utmost danger, breathe over it; and I should not be at all surprised if it should cause a plague to spread. The miserable wretches below look like persons in a hot bath, panting, sweating and fainting for want of air; and the Surgeon declares that they must all soon perish in that situation, especially as they are almost all in a sickly state with bilious disorders.

The Captain and Surgeon, it is true, have the liberty of the cabin, (if it deserves the name of a cabin,) and make no complaints on their own account; they are both sensible, well-behaved young men, and can give a very good account of themselves, having no signs of fear, and being supported by a consciousness of the justice of their cause. They are men of character, of good families in New-England, and highly respected in their different occupations; but being stripped of their all by the burning of towns and other destructive measures of the present unnatural war, were forced to take the disagreeable method of making reprisals, to maintain themselves and their children, rather than starve.

Numbers of gentlemen, and friends of Government, who were on board at the same time, will confirm the truth of this my representation, being very sensibly touched themselves at the horrid sight.

English prisoners taken by the Americans have been treated with the most remarkable tenderness and generosity, as numbers who are safely returned to England most freely confess, to the honour of our brethern in the

Colonies. And it is a fact, which can be well attested in London, that this very Surgeon on board the privateer, after the battle of Lexington, April 10, 1775, for many days voluntarily and generously, without fee or reward, employed himself in dressing the King's wounded soldiers, (who but an hour before would have shot him, if they could have come at him,) and in making a collection for their refreshment, of wine, linen, money, &c., in the town where he lived. This is a real fact, of which the most ample testimony may be had.[2]

The capture of the privateer was solely owing to the ill-judged lenity and brotherly kindness of Captain Johnson, who, not considering his English prisoners in the same light that he would Frenchmen or Spaniards, put them under no sort of confinement, but permitted them to walk the decks as freely as his own people, at all times. Taking advantage of this indulgence, the prisoners one day, watching their opportunity when most of the privateer's people were below and asleep, shut down the hatches, and making all fast, had immediate possession of the vessel without using any force.

I shall conclude with saying, that though this letter is addressed to your Lordship, I hope that all who may read it, and have any influence, will do all in their power to gain the necessary relief; and it is humbly apprehended that the well disposed, who are blessed with affluence, could not better bestow their bounty than upon these poor objects. Vegetables and ripe fruits of all kinds, with porter, &c., must be very useful, as well as the means to procure other necessaries. The privateer lies opposite to Ratcliffe-Cross, a mile and a half below the Tower, and by asking for Captain Johnson admittance may be obtained.

Humanitas.

We have been informed, since the receipt of the above letter, that the crew of the American privateer the *Yankee,* were yesterday morning, at half-past three o'clock, conveyed on board a vessel, and carried down the river, to be secured in Dover Castle.

We hear that a petition will be presented to the Secretary of State for the American Department, by the merchants, to cause the Captain of the *Yankee* privateer to be kept in custody to answer to them for the property he has illegally taken, he being the sole owner of the privateer, and the prizes of course will be sold in America for his account and emolument.

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1. Peter Force, comp., *American Archives,* Fifth Series (Washington, 1837–1843), I, 754–55. Hereafter cited as Force, comp., *American Archives.*
2. Dr. Eliphalet Downer served as a voluntary surgeon at Lexington and Concord, and from May to December, 1775 as surgeon in William Heath's Massachusetts Regiment. Francis B. Heitman, *Historical Register of Officers of the Continental Army During the War of the Revolution, April 1775 to December 1783* (Washington, 1914), 203.

Public Advertiser, MONDAY, AUGUST 5, 1776

London, August 5.

It is said Capt. Stephenson, Commander of the Ship *Lady Juliana,* which was taken by the Provincials, was coming Home with his Lady, whom he had married Abroad, and had received a considerable Fortune with her, the Whole of which was seized by the Provincials.

By a private Letter received in Town from Philadelphia, dated June 28, we find that two Ships had arrived from Holland, and four more were hourly expected, all laden with Dutch Effects; and that four Vessels under foreign Colours, cleared at the Isle of Wight, and laden with valuable Cargoes, were also expected.

"Extract of a Letter from Portsmouth, Aug. 5."[1]

This day sailed down to St. Helen's the *Pembroke* man of war, and the *Bologne* frigate, there to wait for a fair wind for America. – Went out of harbour to Spithead the *Centaur* man of war, having been docked.

[1] *London Chronicle,* August 3 to August 6, 1776.

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6 Aug.

Philip Stephens to Vice Admiral James Young, Antigua[1]

Sir 6h August 1776

I have received and communicated to my Lords Commissioners of the Admiralty your three Letters of the 13h and 31st. May and 1st June,[2] with their respective Inclosures giving an account of your proceedings with the Squadron under your Command and of your having caused the Brigantine you have purchased to be commissioned and called the *Endeavour,* and appointed Lieutenant Francis Tinsley from the *Seaford* to command her, and Mr George Anson Byron to be Lieutenant of the *Seaford* in his room and in return I am to acquaint you that their Lordships will confirm the said Commissions when presented to them for that purpose, and that the Report of the condition and valuation of the Brigantine you have purchased is sent to the Navy Board to remain as a Voucher in their Office. I am &c

P: S:

Duplicate by the Packet 4th Sept.

[1] PRO, Admiralty 2/552, 370–71.
[2] See Volume 5.

Public Advertiser, Tuesday, August 6, 1776

London [August 6].

Admiral Gayton's Order for the Merchantmen to rendezvous at Blue Fields, and to be convoyed from thence an hundred and fifty Leagues on their Passage to England, was certainly communicated to the Provincials, as the Ships which were taken were met with by the Privateers, not twenty four Hours after they were quitted by the Men of War.

There being so many of our Ships of War on the American Coast, some are in Hopes that on their receiving Advice of the Capture of the nine West

Indiamen by the Provincial Privateers, and of their being carried into some of their Ports, a bold Stroke would be struck in order to retake them: Their Cargoes are so valuable, and so much of it falls as Prize Money to the Captors, our Tars it is thought will run any Lengths to accomplish it. It is true they have not as yet attempted any Thing of this Kind, but they never had an Object equal to a West India Ship loaded, worth 10,000 l. Sterling.

On Sunday the Officers and Seamen, brought Prisoners on board the *Yankee* Privateer (lying in Limehouse Hole) were shipped on board the *Justitia* Transport Ship, in order to their working on the Thames. A Correspondent wishes to know, "if these People are not sentenced without a Trial?" It is true that they have been declared Rebels; but it has not been customary to condemn Rebels, but by the Verdict of a Jury; at least it was not so in the Reign of George the Second: But our whole System of Politics seems to be reversed, and what was Law thirty Years ago, is not so now; or, perhaps, adds our Correspondent, the Distinction is made between Scotch and American Rebels; and if so, we shall cease to wonder when we consider the Operation of the over-ruling Influence.

"It is an ill wind that blows no one Good." When the above Seamen were removed, it was permitted for any Person to come on board, and many Hundreds gratified their Curiosity, to the great Emolument of a number of Waterman, who kept embarking and debarking their Customers for Hours. The Place was a perfect Fair. The above *Yankie* Privateer is a tight-built Vessel, admirably adapted for swift Sailing, and carries twelve Guns on one Deck. She lies very low in Water.

Dr. Barbeu Dubourg to Vergennes [1]

[Extract] Paris, 6 August 1776

I beg you to send suitable orders to the General Director of the Docks in Nantes so that he will not stand in the way or cause difficulties with regard to the embarkation of War ammunition by M. Penet in Nantes. This Director, by the name of M. de Guerton, is a very honest men, but he needs to be warned because the embarkation is urgent.[2]

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[1] AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

[2] In response to this request M. de Clugny, Controller General of Finance, assured Vergennes that orders were being issued to place no obstacle "in the way of the armament which you are having prepared at Nantes for America." Stevens, ed., *Facsimiles,* No. 1344.

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7 Aug.

Philip Stephens to Vice Admiral James Young, Antigua[1]

Sir 7 Augst 1776

I have received your Letter of the 20th of May,[2] enclosing the Commission you had signed for Lieut Wm Young to be Commander of the *Pomona* upon the Vacancies occasion'd by the dismission of Captn Gordon from the

Argo, and desiring for the reasons therein given, that it may be confirm'd, And having laid the same before my Lords Commrs of the Admty I have it in command from their Lordships to acquaint you that they do not think fit to depart from the Resolution which Mr Jackson in his Letter of the 20th Feby informed you they had come to upon that matter and I am farther to acquaint you that as by the appointment of Lieut Windsor to be 1st Lieut of the *Portland* Lieut Young ought to have succeeded him as 2d Lieut of that Ship, the Commissions you have given to Lieut Swinney to be 2nd & Lieut Drummond to be 3rd Lieuts of her & to Mr Luck to be 2nd Lieut of the *Argo* in the room of Lieut Drummond, being irregular, cannot be confirmed, and that if Lieut Young does not think proper to take a Commission as 2nd Lieut of the *Portland* which as I have observed before he ought to have had, their Lordships will fill up the vacancy's that may be occasioned thereby, and send out Commission's – for that purpose, when they hear farther from you. I have the honor to be &c

P S

Duplicate by the Packet 4th Septr

1. PRO, Admiralty 2/552, 373.
2. See Volume 5, 177–78.

Public Advertiser, WEDNESDAY, AUGUST 7, 1776

London [August 7].

By another Letter from Glasgow we are informed, that the *Oxford* Transport from Clyde, with Part of the 42d Regiment, has been taken by the Provincials. As she was standing in for Boston a Vessel with 16 Guns bore down upon her, took out all the Officers and Arms, and put some of their own Sailors on board to navigate her. The Highlanders were no sooner out of Sight of the Privateer than they compelled their new Masters to alter their Course, and swore they would put every one of them to Death, unless they either carried them to Lord Dunmore, or to some other Place where they might meet with some Ship or Ships of War belonging to his Majesty; but unfortunately for these brave Fellows, a small Sloop with a few Swivels took them a second Time, and they now languish in Captivity at Williamsburgh. — The same Letters add, that it was confidently reported that two other Transports, with Part of Fraser's Highlanders, were taken also.[1]

We hear from Bourdeaux, that a very considerable American trade is carried on there, and has continued since the beginning of the present disputes with our Colonies. About 15 days ago, a fine Bermudian sloop sailed for Philadelphia, having 20 tone of gunpowder on board.

1. This was the first news received in England of the capture of the *Oxford* by the Continental brig *Andrew Doria,* and the recapture by Captain James Barron in an armed pilot boat out of Hampton, Virginia. See Volume 5.

8 Aug.

LORDS COMMISSIONERS, ADMIRALTY, TO LIEUTENANT WILLIAM BACON R. N., PLYMOUTH [1]

Whereas we think fit that you shall be employed to raise Voluntier Seamen & Landmen at Waterford for the Service of His Majesty's Fleet in the room of Lieut Cunningham, You are hereby required & directed to repair forthwith to that place, & in the execution thereof to observe the following Instructions Vizt

1st

You are to hire a proper Room for a Rendezvous & to apply yourself with the utmost diligence to the aforesaid Service causing Bills to be printed & stuck up inviting such Voluntiers to repair thereto & taking care not to receive any but who are of strong Bodies & in Health the Seamen not under Eighteen or above Fifty & the Landmen not under Eighteen or above Twenty five Years of Age.

2d

You are to procure a good unemployed Petty Officer to assist you & to pay him Wages as a Midshipman of a 4th Rate for the time you shall employ him & to allow him One Shilling & Sixpence a Day for his subsistence.

3d

You are to subsist such Voluntiers as you may procure at the Rate of Six Pence a Day each & when you shall have a sufficient number You are to send them round from time to time together with their Chests & Bedding to Portsmouth in the *Adventure* Tender & *Swallow* Tender which ever happens to be in the way, the former under the command of Lt Haynes & the latter under the command of Lt Hodgson: taking care to transmit to the Commander of His Majts Ships & Vessels at Portsmouth a List of their Names with the Days of their respective Entries that they may be borne for Wages accordingly on the Books of the Ships wherein they may be appointed to serve

4th

You are to draw upon the Navy Board for such Money as you shall have occasion for, to carry on this Service, And when it shall be over to deliver to that Board an account of your disbursements making Affadavit at the foot thereof in the following form Vizt

> This Deponent maketh Oath that The Sum charged against each particular Article in the foregoing Account was expended for the purpose mentioned in such Article & no other.

5th

You are not to fail to transmit to our Secretary every Week so as to arrive at our Office on a Monday an Account under your own Hand of the

Number of Voluntiers you may have raised distinguishing therein how many you may have procured in the whole & how many since the Account immediately preceeding. And also how many you may have sent round & when, And Lastly

For your care & pains in the execution of this Service you will be allow'd Five Shillings a Day during the time you shall be employed thereon, besides two Shillings & Six Pence a Day for your own subsistence & nine Pence a Mile Travelling Charges for your repairing to, and returning from the place you are hereby appointed to proceed to, both which last mentioned Allowances you are to charge in your Account of Disbursements. Given &c 8 Augt 1776

J Buller H. Penton H. Palliser

By &c P S

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1. PRO, Admiralty 2/101, 263–65.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG, ANTIGUA[1]

Sir, 8th Augt 1776.

My Lords Commrs of the Admty having received a Letter of this date from Mr Knox, Secretary to Lord Geo. Germain, informing them that his Lordship has received Intelligence that a large Schooner, called the *Gunticanute,* one Gregg Master, is now taking in at Amsterdam a Cargo of large Cordage, proper for rigging Ships of War, & proposed to be cleared out for the Island of St Eustatia, but that the said Cargo is for the Account of the Congress, and intended to be conveyed to North America, from the said Island in smaller Vessels, the better to elude the Vigilance of His Majesty's Ships; I am commanded by their Lordships to send you herewith a Copy of the said Letter for your Inforamtion; And am &c

P. S.

By the Packet.
Duplicate by the Packet 4th Septr

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[1] PRO, Admiralty 2/552, 379–80.

Public Advertiser, THURSDAY, AUGUST 8, 1776

London [August 8].

The *Yankee* Privateer, taken from the Americans, we are informed, is going to be fitted as a Tender to carry the Seamen, that enter at the Houses of Rendezvous, to the Ships of War at the different Sea Ports.

Sunday Morning at Three o'Clock twenty of the Prisoners taken in the *Yankie* Privateer were conveyed by Water to be lodged in Dover Castle. Among these twenty there are only three Native Americans, and those are all New England Men. It was mentioned in a former Paragraph, that the *Yankie* Privateer mounted twelve Guns; but the Fact is, that she is pierced for twelve, and mounts only eight, which are called Six Pounders, but are only Four. She has six Swivels, and two Cohorns, and being no bigger than a large sailing Boat, she appears to be one combined Picture of the Instruments of Death. The American Colours on board her are sent to his Majesty, in Consequence of Orders received from the Admiralty.

9 Aug.

PHILIP STEPHENS TO VICE ADMIRAL CLARK GAYTON, JAMAICA[1]

Sir, [Admiralty Office] 9th August 1776.

My Lords Commissioners of the Admiralty having thought it may be proper for the Ship, which you shall appoint for the Octor & Decr Convoys, to proceed with the said Convoy to England instead of the limits mentioned in their Lordships directions of the 17th of February last; I am commanded by their Lordships to signify their direction to you to order the Ship you shall appoint for the said Convoy to proceed with them to England accordingly; directing her Captain to repair to Spithead and wait there for further Orders, their Lordships intending to send out another Ship to replace her. I am &ca

Ph^{p} Stephens.[2]

[Endorsed] Sent the same day by Express to Falmouth to go by the Packet. Vide Letter to the Agent for Packets at Falmouth in Com. L[ette]r Bo[ok].
Duplicates of the above Letters to the Downes. Vide Letter to Mr Benjamin at Deal to forward them by the first Ships going to those Places.

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[1] PRO, Admiralty 2/1333, LC Photocopy.

[2] *Ibid.*, similar order was sent this date to Vice Admiral Young at Antigua.

T. BRETT TO WILLIAM KNOX[1]

Sir, Navy Office 9th Augt 1776.

The Owners of the following Store Ships that are to proceed with the Cloathing to No America, have undertaken to provide them with the Guns & Swivels expressed against their Names, with ten rounds of Powder to each Vizt –

Mellish for Quebec – Six – 3 pounders – 6 Swivels

Catherine
Richmond } for Genl Howe's Army – 6..3 pounders – 6 Do

New Castle
Jane } Halifax – Four..3 Pounders..4 Swivels

Which are as many as the Ships can well mount & make use of to advantage. They will be loaded & ready to proceed from Deptford by the 12th Inst

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[1] PRO, Colonial Office, 5/259, 92–93. Brett was Commissioner of the Navy Board.

Public Advertiser, FRIDAY, AUGUST 9, 1776

London [August 9].

A vessel that is arrived at Weymouth from St. Cas[t], brings advice, that two armed American vessels were lying there, to take in some powder, balls and arms; and, it is supposed, that one of them is the vessel which was seen by the master of a fishing boat at the mouth of the Channel a few days ago.

"EXTRACT OF A LETTER FROM PARIS, AUGUST 9."[1]

Orders are sent to all the sea-ports in this kingdom, that such frigates of war, from 32 to 36 guns, as shall henceforth be built in any ports of France, be lengthened ten feet by the keel, and breadth in proportion, by which they will be enabled to carry on one deck, a weight of metal equal to the lower tier of an English fifty gun ship.

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[1] *London Chronicle,* August 20 to August 22, 1776.

12 Aug.

London Chronicle, SATURDAY, AUGUST 10 TO TUESDAY, AUGUST 13, 1776

Admiralty Office, August 12

By a letter received this day from Vice Admiral Lord Shuldham, dated Staten Island, near New York, the 8th of July last, it appears that his Lordship arrived there on the 3d of that month with his Majesty's ships under his Command, and the whole fleet of transports, victuallers and storeships under his convoy, without any loss or separation; that his Majesty's troops under the command of General Howe were landed on that day and the next, upon Staten Island, without any opposition or interruption, the inhabitants having immediately on the troops landing surrendered, and put themselves under the protection of his Majesty's arms; . . .

The Arrival of Lord Howe, and the reinforcement under Commodore Hotham, were daily expected at Staten Island. Lord Shuldham having stationed his cruizers in the properest manner to fall in with and direct them thither.

Public Advertiser, MONDAY, AUGUST 12, 1776

London [August 12].

The West India Ships, lately taken by the Americans, will, it is said, occasion a pathetic Remonstrance, shortly to be presented at St. James's.

The Method by which the *Yankey* Privateer was taken was as follows: Capt. Johnson (of the *Yankey)* [James] Hodges, and [George] Ross[1] were sitting together in the Cabbin, when Johnson having inadvertently laid down his Cutlass, Ross and Hodges took the Advantage of it, one coming behind Capt. Johnson, seized and threw him down, while the other got Possession of the Cutlass. The Guard stationed on the Quarter-deck at the same Time laid down his Cutlass to go forward, one of Ross's or Hodges's People (who had been let into the Conspiracy) immediately seized it and gave the Alarm; on which either Ross or Hodges ran up on the Quarter-deck, and got Possession of the Arm-Chest before the Privateer's Men and those of the Merchantmen (who were at large and unconfined, though then down in the Hold) could get upon the main Deck. One of the Americans took up a Scrubbing-brush, and advancing to the Quarter-deck, he was told by the Man possessed of the Cutlass, that if he came a Step farther, his Head should be cut off. The Privateer's Men thus finding the Quarter-deck and their Arms all in Possession of their Adversaries, and their Captain a Prisoner in the Cabbin, submitted without farther Resistance, being promised good Treatment, and to be landed as soon as possible in some Part of America, and then to be at Liberty to go where they pleased. So far from this Promise being complied with, the Men were put in Irons, and closely confined in the Hold of the Privateer, and all of them brought into the River Thames; since which they were, in the Night of Saturday last, hurried into a Man of War's Tender, and smuggled to some Place of Confinement, but where is not yet certainly known.

Capt. Johnson complained of the illiberal Behaviour and cruel Usage he suffered, by being insulted frequently while at Sea, calling him by the most opprobrious Names, and threatening him with the cruellest and most Savage Punishments, and also for suffering many People to come on board after they arrived in the River, to insult him in the basest and grossest Terms, though he was then a Prisoner; and when his Brother came to see him after a three Years Absence, they would not permit them to talk together one Minute in private

1. Masters respectively of the ships *Zachariah Bayley* and *Creighton.*

14 Aug.

Public Advertiser, TUESDAY, AUGUST 20, 1776

Edinburgh, Aug. 14. We are desired from good Authority to contradict a Paragraph in last Night's *Edinburgh Advertiser,* mentioning Sir William Erskine's being taken by an American Privateer with the Money of the 71st Regiment. This is without any Foundation, as he sailed on board the *Ocean,* a Ship of 18 Carriage Guns, and proceeds entirely upon the Supposition of his having been on board the *Venus,* Capt. Wilson, which, with the *Crawford* Capt. M'Lean, was taken and carried into Boston: On board the first was Capt. Fraser's Company, and Captain M'Leod with his Company on board the other. Upon their Arrival off Cape Ann, they were attacked by four Privateers, whom they fought a considerable Time, and obliged them to sheer off. They then went into Nantasket Road, in Expectation of finding the Men of War; but, in place thereof, were surrounded by a great Number of armed Schooners, who, with the Assistance of the Privateers formerly beat off, carried them into Boston.[1]

A Sailor who came home with the *Howe* transport, which arrived on Sunday at Greenock, in 25 Days from Halifax, gives the above Account. He went out with the *Mayflower,* of Whitehaven, Capt. Crosbie, having on board Capt. Aeneas M'Intosh's Company of the 71st. . . . On their Way to Halifax from Boston, they were attacked by a Privateer of 10 Carriage and six Swivel Guns, whom they fought for seven Glasses, and were on the Point of being taken, when a Man of War came in Sight, and relieved them.[2]

The *Mermaid,* Capt. Yoward, which sailed from Clyde with 120 of Fraser's Highlanders, fell in on the 10th of June, off Cape Ann, with an American Privateer, mounting 10 Six-pounders, and 14 Swivels. An Engagement ensued, which continued four Hours and a Half, when the Privateer sheered off. It is not known how many on board the Privateer were killed, but it was imagined the Musquetry of the Soldiers (who behaved exceedingly well) did great Execution, as the Ships were within Pistol Shot for two Hours of the Engagement. Capt. Yoward, one Seaman, and three Soldiers, were wounded on board the *Mermaid;* they afterwards proceeded for Boston, but found that the Provincials had erected a Battery upon an Island, and had driven all the Men of War and Ships from Boston Bay. The *Mermaid* arrived safe at Halifax the 23d of June.[3]

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1. This is a woefully garbled account. The *Venus* was not captured; the *Crawford* was taken along with the *Oxford,* on May 29, 1776, by the Continental brig *Andrew Doria;* and the engagement in Boston harbor was fought by the transports *George* and *Annabella.*
2. The man of war was H. M. Sloop *Hope.*
3. This attack was made by one of Washington's schooners out of Salem.

Wooldridge & Kelly to the Lords Commissioners, British Treasury [1]

Crescent [London] Augt 14. 1776.

To The Right Honorable The Lords Commissioners of
His Majestys Treasury.

The Memorial of Messieurs Wooldridge & Kelly of the
City of London Merchants.

Humbly Sheweth

That your Lordships Memorialists are the Owners of a Ship called the *Molly,* Daniel Lawrence Mastr who sailed from Baltimore in the Province of Maryland in the month of February last, with a very valuable Cargo of Wheat, Flour, & Staves for Falmouth & a market, but the Ship meeting with several delays in the river Patapsico was there Seized & detained by an Armed Vessell in the service of Government, that soon after that Seizure she was retaken by an Armed Ship in the Service of the Americans, & being by them liberated, She proceeded on her Voyage in the begining of the Month of March last but in getting out of the River she was again Seized by a Tender belonging to the *Liverpool* Man of War, who carried her to Lord Dunmore in Virginia when His Lordship appointed Commissioners to try her, which Commissioners acquitted her. And that after her acquital His Lordship thought proper to detain her for the Service of Government. Your Lordships Memorialists further beg leave to represent that the said Ship & her Cargo has cost them more than Eight Thousand pounds Sterling which sum they wuld have received some months ago had the Ship been permitted to have proceeded on her Voyage which was strictly within the Intention of the Act Passed in the last Sessions of Parliament for "Restraining the Trade &c"

They therefore most humbly Pray that your Lordships will be pleased to order immediate payment to be made to them for the said Ship & her Cargoe without [which] your Memorialists will inevitably be ruined as they and their Predecessors Messrs Kelly Lott & Co have what is to them, an Immense Sum due to them from the Colonies, besides a very considerable property in the Provinces of New York, New Jersey & Pensylvania.

Your Lordships Memorialists beg leave to annex the original Invoice, bill of Lading, Commissioners Acquital of the Ship & her Cargo, with the protest &c in order to illucidate the facts to your Lordships. And your Lordships will therefore be pleased to direct such relief to your Memorialists as to your Lordships may seem meet, and your Memorialists as in Duty bound will ever Pray, &c.

[Endorsed] Recd 14th Augt 1776 – Read same day. prepare W[arran]t & Minute Done Read 20 Decr 1776 – write to the Petrs & Minute Done

1. Fisher Transcripts, Treasury Board, vol. 3, MdHS.

BRITISH ADMIRALTY BOARD REPORT TO LORD GEORGE GERMAIN[1]

Admty Office [London] 14th Augt 1776

Stations of Three line of Battle Ships & one hundred Fifty two Frigates now in Commission

	No of Ships
East Indies & going thither	7.
Jamaica	7.*
Leeward Islands	7.
Mediterranean	5.
North America }	54.
Going thither or there }	30.
Newfoundland	14.
Africa & other foreign Cruizers	9.
Home Cruizers	14.
In Port fitting & unappropriated	8.
	155.

*To which may be added Armed Vessels purchased by Vice Adml Gayton		4.
	Total	159.

1. PRO, Colonial Office, 5/125, 25.

British Naval Reinforcements for America[1]

Admty Office [London] 14 Augt 1776.

List of His Majesty's Ships on their way, or that have already joined Lord Howe, exclusive of those contained in the last Accounts received from North America.

Rate	Guns	Ships	When Sailed.	Observations.
			1775	
6	28	*Actaeon*	29 Decr 17 Feb. 76 from Cork.	Sailed with, or follow'd Sir Peter Parker.
Bb	–	*Thunder*	29 Decr 23 Feb. 76 from Cork.	
6	28	*Solebay*	31 Decr 12 Feb. 76 from Cork.	
●	28	*Active*	9 Jan. 1776 12 Feb. from Cork.	
●	28	*Triton*	16 Mar.	For Quebec.
●	28	*Carysfort*	20 Mar. 8 April from Cork.	With the Regiments from Ireland to Quebec.
5.	32	*Pearl*	21 Mar. 8 Apl from Cork.	
●	32	*Flora*	2 April 29 Do from Greenock.	With the Highlanders.
●	32	*Blonde*	7 April	With the 1st Division of Brunswick Troops for Quebec.
●	32	*Juno*	Do	
4	50	*Preston*	6 May	With Commo [William] Hotham.
5	32	*Emerald*	Do	
			1776	
5	32	*Brune*	6 May	Sailed with Como Hotham
●	44	*Rainbow*	Do	
Bb.	8	*Carcass*	Do	
HS	20	*Jersey*	Do	
FS	–	*Strombolo*	Do	

6	28	*Tartar*	8. Do	With the *Speke* Hospital Ship, Victuallers & Storeships to Quebec.
3	64	*Eagle*	11. Do	Lord Howe.
5	32	*Repulse*	26 Do	With the remainder of the 1st Division of Hessians to Genl Howe
●	32	*Amazon*	26 June	With the 2d Division of the Brunswickers for Quebec
6	24	*Garland*	Do	
●	20	*Daphne*	4 July	With Burgoynes Light Dragoons to Genl Howe.
●	20	*Galatea*	5 Do	To join Lord Howe
5	32	*Diamond*	20 Do	With 2d Division of the Hessians to Genl Howe
●	32	*Ambuscade*	Do	
6	20	*Unicorn*	Do	
5	32	*Lark*	24 Do	With Army Victuallers [to] Halifax.
6	20	*Perseus*	30 Do	With Recruits to Genl. Howe
●	20	*Camilla*	Sailed 8th Augt but put back again to Plymouth.	To join Lord Howe

Abstract.

Rate.	Ships.
3	1
4	1
5	12
6	12
Bombs	2
Hosl. Ships	1
Fireships	1
	30

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1. PRO, Colonial Office, 5/125, 26.

Public Advertiser, WEDNESDAY, AUGUST 14, 1776

London [August 14].

Captain Groves, of the *Tyne* Packet, who is arrived at Falmouth from Jamaica, was obliged to work up as far as Cape Nichola Mole, to get what Information he could of the American Privateers; when he was informed that a great many American Vessels were cruizing about the Windward Passage; in particular that two large armed Vessels were cruizing near Crooked Island, viz. a Brig mounting 16 Guns and 80 Men, and a Sloop with 14 Guns and 70 Men. Captain Groves met with a Sloop off Bermuda, which he took to be an American, but out-sailed her, and afterwards met with a French Merchant Ship from Porto Prince, who had been boarded by an American Privateer of 16 Guns and 160 Men, who plundered him, and wantonly fired six Shots before he came up to him. They enquired of the Frenchman what West Indiamen he had met with, but the Captain refused to tell him.

15 Aug.

INTELLIGENCE FROM IRELAND[1]

Corke, Aug. 15.

A Gentleman who left Alicant the Beginning of last Month, informs us, that there were then two large Philadelphia Ships in that Harbour, loading with Salt and some other Articles that the Americans have now great Occasion for.

[1] *Public Advertiser,* London, August 31, 1776.

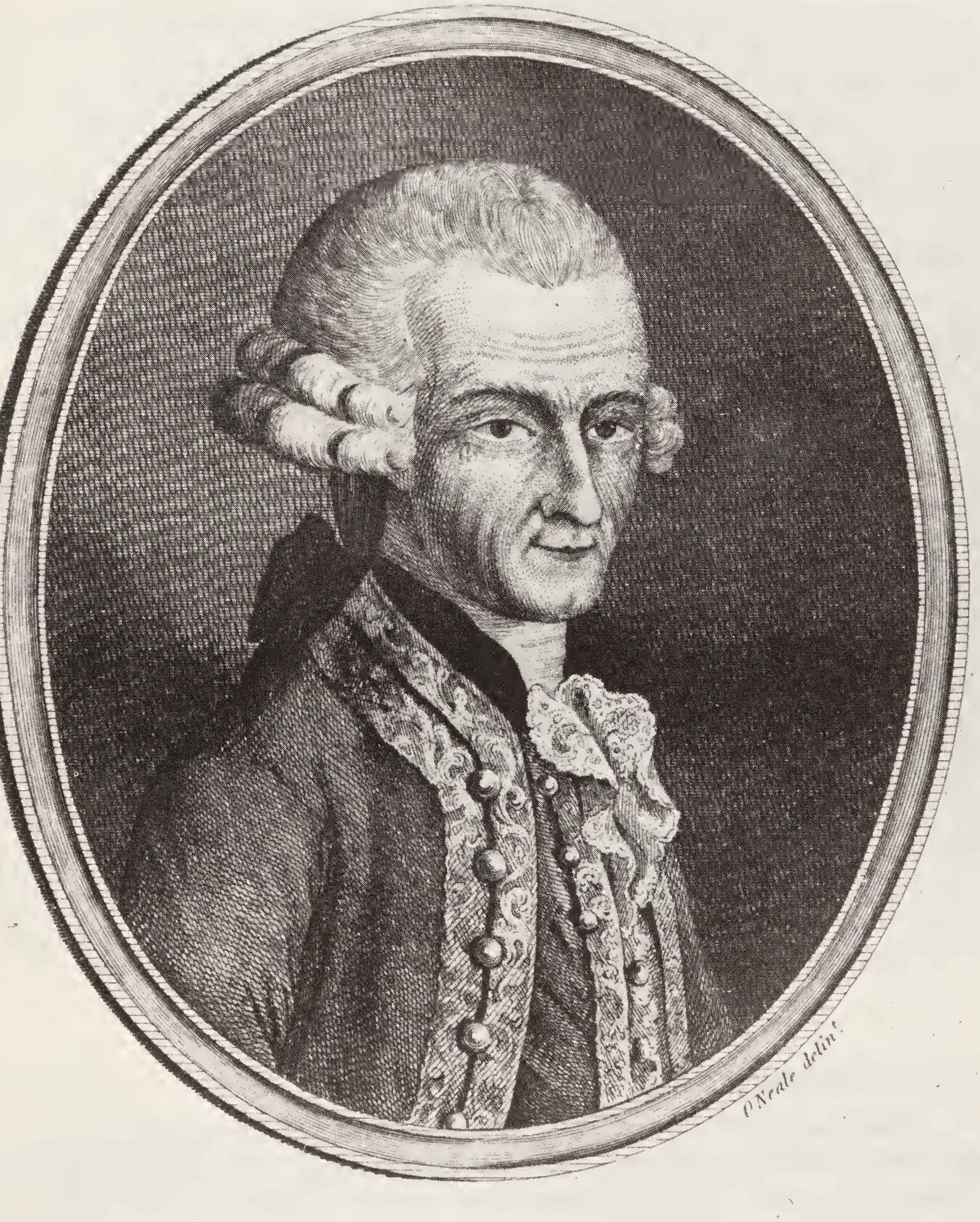
LORDS COMMISSIONERS, ADMIRALTY, TO LORD GEORGE GERMAIN[1]

My Lord, Admiralty Office 15th August 1776.

Your Lordship having in your letter of the 9th inst. signified to Us His Majesty's Pleasure that the Ships which have been ordered to be provided to carry the Regimental Cloathing to North America, should be sufficiently manned and armed to defend themselves against any of the Rebel Cruizers in case of Separating from their Convoy, we gave the necessary Directions thereupon to the Navy Board; & They having in return, by their Letter of the 12th instant, sent us a List of the Ships taken up for the Service abovementioned, with their force, and acquainted Us that, if those Ships are not judged to be of sufficient Strength to defend themselves against the Rebel Cruizers, they have reason to believe that Others capable of mounting Guns sufficient to make a better defence, cannot be procured in time, We send Your Lordship herewith a Copy of the said Letter for His Majesty's Information, and beg leave to observe that if it be His Majesty's Pleasure that other Ships of greater force be taken up for this Service, the Season will be so far spent that it will be impracticable for the Ship destined to Quebec,[2] and very precarious for those bound to New York and Halifax to make their Passage this Year, But that if it be His Majesty's Pleasure that the Ships which have been already provided, and have nearly (tho' it is to be lamented so late) taken in their Loading, should proceed on their Voyages, care will be taken to appoint sufficient Convoys for them, and to put trusty Sea Officers on board each of them, the better to guard against their separating from their Convoy, & to direct their Proceedings, and defend them if attacked in case of Separation. We are &c

Sandwich. H. Penton. H: Palliser.

[1] PRO, Colonial Office, 5/259, 95–96.
[2] The ship *Mellish.*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The Right Hon^{ble}. The **EARL** of **SANDWICH**

Philip Stephens to Commodore Thomas Mackenzie, Chatham [1]

Sir 15 Augst 1776

My Lords Commissioners of the Admty having on the 3d of this Month directed that the Crew of an American Armed Vessel called the *Yankee* which had been seized & brought into the River, should be receiv'd on board the *Ardent,* then at Blackstakes & kept & Victualled there til farther orders. I am now commanded by their Lordships to signify their direction to you to order the Ten Men named in the Margin[2] Part of Crew of the said Vessel, to be put on board the *Vulture* Sloop & then to direct her Captain to proceed with them to Spithead & dispose of them as the Commanding Officer there shall direct[3] victualling them while on board the Sloop in like manner as her complement, & taking particular care they do not make their escape; & having so done to remain at Spithead til farther Order.

It is also their Lordships farther directions that you cause the remainder of the Crew of the said Armed Vessel to be sent on board the *Mars* at Blackstakes, where they are to be kept & Victualled in like manner as on board the *Ardent* until the *Beaver* Sloop arrives at the Nore, when you are to cause them to be put on board her & carried to Spithead (when she proceeds thither) in like manner as those Ordered to be sent by the *Vulture,* except Henry Johnson the Commander & Eliza Downour [Eliphalet Downer] the Surgeon of the said Vessel, who are to be continued ordered on board the *Mars* 'til farther Orders.

You will receive their Lordships Order in form for what is above directed, when they next meet this being sent to save time I am &c.

P. S

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[1] PRO, Admiralty 2/552, 404–06.

[2] The men listed in the margin were: "Abijah Keys, Nathl Stone, Willm Witmarsh, Josh Bockwell, Benja Tippels, Danl Kelly, David Hall, Willm Sowerby, Archd Hunter, Wm Broadway."

[3] Senior Officer at Portsmouth, Captain Mark Milbanke, R. N., was ordered to transfer the prisoners on board H. M. S. *Barfleur* upon arrival. PRO, Admiralty 2/552, 408.

Public Advertiser, Thursday, August 15, 1776

London [August 15].

The *Yankee* Privateer, with her Guns and all her Stores, is ordered to be sold immediately, that the Purchase Money may be divided amongst those Persons who took her, as most of them want to go to Sea, but wait to receive their Dividends.

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16 Aug.

Lord Suffolk to the Lords Commissioners, Admiralty[1]

My Lords, St James's August 16th 1776.

I am directed to signify to Your Lordships The King's Commands that Henry Johnson, El. Downour, David Hall, and John Cochran, who acted as

Officers aboard the Rebel Privateer call'd the *Yankee* of Boston, be properly secured for the present aboard such Vessel belonging to His Majesty as your Lordships may find most convenient. But with regard to the Crew, consisting of 17. Men & 2 Negro Slaves, His Majesty in his Clemency has no Objection to their being received aboard some Ship of War. It would however be most expedient to dispose of them in some Vessel employed in the East Indies, or, if not, in the Mediterranean Station, as they will be under constant Temptation to desert in the Hopes of obtaining in North America a Share of the valuable Plunder which their Vessel had collected [and] sent to New England. I am &c.

Suffolk.

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1. PRO, State Papers, 42/49, 80.

Philip Stephens to Commodore Thomas Mackenzie, Chatham[1]

Sir, 16 Augt 1776.

Have communicated to my Lords Commrs of the Admty your letter of the 14 Inst informing them that the American Prisoners who are on board the *Ardent* & order'd to be sent on board the *Mars*, are in a very dirty Condition, owing to their not having any Beds or Cloaths to shift themselves, which may bring on a contageous Disorder, and endanger the Health of the Ships Company; And I am commanded by their Lordships to signify their direction to you, to order a Bed, a Jacket & two Shirts to be delivered to each of the said Prisoners, who are in need of those Articles, and any other that may be absolutely necessary for keeping them Clean & wholesome, transmitting an Account of the particulars issued to them, that Orders may be given for the same being allowed on the Ships Books. I am &c

P. S.

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1. PRO, Admiralty 2/552, 411.

M. Garnier to Vergennes[1]

[Extract] London, 16 August 1776

It is only natural as you have observed, My lord, that the work in our Ports determined the Court of London to increase the number of Guardships. But it would not be if they resorted to the impressment, and if this measure should take place the time for negotiatons would be passed and we should begin to act.

I have the honor to send you herewith, My lord, the translation of the Act of 4 July whereby the Colonies declared their independence under the title of United States of America. Others besides myself will better appreciate the motives upon which this declaration rests. The fact itself is what seems to interest us most. It is caught between two Armies and in sight of a formidable fleet that the Colonies declared war against Great Britain; because it is the Act that was meant by the declaration of war. We must admit, My lord, that this is quite far from the idea of immediate submission which the Government always entertained and which it considered as the unavoidable result of the display of its forces.

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1. AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

Public Advertiser, Friday, August 16, 1776

London [August 16].

Yesterday George Ross, Master of a Vessel in the Merchants Service, was brought before the Lord Mayor, in the Council Chamber, Guildhall, being charged with a Breach of the Peace against Mr. Alderman [William] Lee, upon the Royal Exchange, and threatening "to do for him in another Place."[1] His Conduct appearing to have been exceedingly outrageous, he was bound over in a Recognizance of One Thousand Pounds, and two Sureties in Five Hundred Pounds each, to appear next Sessions at the Old Bailey. It appeared on the Evidence that his Assault on Mr. Lee was entirely unprovoked on the Part of the Alderman, who had never seen him before; and there appeared sufficient Reason to suspect that a very dark Design was intended against Mr. Lee. It was proved that the Treatment of the Prisoner[s] brought into the River in the *Yankee* Privateer was literally as stated in a Letter addressed to the Lord Mayor, signed "Humanitas," and published in the *Ledger* on Monday the 5th of this Month. That Capt. [James] Hodges's Humanity and Kindness to the Prisoners was uniform and laudable. Capt. Winn, who was present the whole Time that Mr. Alderman Lee was with the American Prisoners, and heard all their Conversation, declared, before the Lord Mayor, that the Conversation stated to have passed by a Writer, under the Signature of "Plain Truth," in the *Gazeteer* of Wednesday last, was totally false.

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1. Ross had assaulted Lee "by running his fist in his face." *London Chronicle,* August 13 to August 15, 1776.

Lord George Germain to the Lords Commissioners, Admiralty[1]

My Lords, Whitehall [London] 16th August 1776.

Having had the honor to lay before The King the Copy of Vice Admiral Lord Shuldham's Letter to your Lordships of the 16th of April, transmitted to me in your Letter of the 7th of June, in which he acquaints your Lordships that upon quitting the Harbour of Boston with the Fleet, he had stationed a Squadron of His Majesty's Ships in Nantasket Road, under the command of Captain [Francis] Banks of the *Renown,* for the purpose as he expresses it, "of intercepting and sending to Halifax the Ships with the Supplies ordered to Boston, and which would consequently be Ignorant of the removal of the Fleet and Army;" And having also laid before His Majesty the Disposition of the Ships under Lord Shuldham's command, dated 6th July last, transmitted in Your Lordships Letter of the 14th Instant, from which it appears that His Majesty's Ships *Renown* and *Milford,* the *Hope* Sloop and *Halifax* Brigantine were then stationed in Boston Bay.

His Majesty remarked, with much Surprize, that in the account given by General Howe in his Letter to me of the 7th of July, of the Capture of two Transports with part of the Highland Regiments onboard, those Transports are said to have been carried into Boston, without having been intercepted by any of His Majesty's Ships; That other accounts from different quarters represent that Harbour as an Asylum for the Rebel Cruizers and their Prizes, And that the late Advices from Halifax mention the arrival there of the *Renown* and *Milford,* two of the Ships stated by Lord Shuldham to be cruizing in the Bay of Boston.

His Majesty was therefore pleased to command me to signify to your Lordships His Majesty's Pleasure, that you do direct Lord Howe to inquire into the Truth of these Facts, and into the conduct of the Officers commanding such of His Majesty's Ships as have been stationed in Nantasket Road, or appointed to Cruize in the Bay of Boston since the Evacuation of that Town by the Army, and to report the same to your Lordships for His Majesty's Information.

I am further commanded to signify to your Lordships His Majesty's Pleasure that Lord Howe be also directed to inquire into, and report to your Lordships, for His Majesty's Information, the Causes which so long operated to prevent the Station of a small Squadron of His Majesty's Ships in the Delaware Bay, agreeable to what was signified to Your Lordships by the Earl of Dartmouth, by His Majesty's command, in his Lordship's Letter of the 7th July 1775; And what were the Motives which induced the removal of His Majesty's Ships *Roebuck* and *Liverpool* from that River, when at length it had been thought fit to station them there, by which an Opportunity was afforded to a large number of the Rebel Ships to sail from thence without Interruption, and for bringing in Supplies of all Sorts of Ammunition and other Necessaries of which the Rebels stood so much in need. – I am &c

Geo: Germain.[2]

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1. PRO, Colonial Office, 5/125, 29.
2. On August 31, the Admiralty sent a copy of Germain's letter to Howe directing the Admiral to report on the question raised by the King. PRO, Admiralty 2/552, 474–75.

M. GARNIER TO VERGENNES[1]

[Extract] London, 16th August 1776.

I omitted, in my despatch of today, to inform you that Lord Suffolk yesterday told the Prince de Messerano that the quantity of supplies that the Americans draw from abroad is prodigious, and that he believed that it all came from the Dutch. He has not mentioned us since his little attempt with me. But if he is careful with us, he makes up for it with those poor Dutchmen, to whom they speak in a high tone here, and at the Hague, so I am told. Indeed, it must be admitted, that these Dutch browse in all pastures. Count Welderen has just left for Holland, on leave, which will protect him from the storm for a time.

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[1] Stevens, ed., *Facsimiles,* No. 891.

Beaumarchais to Vergennes[1]

[Extract] [Paris] Friday 16th August 1776.

. . . I have seen the Controller General, the Farmers General, Mr Deane; everything is arranged. Mr Deane is persuaded that the vessels in question are coming only in order to furnish him with funds by the sale of their cargoes of salted fish. Another deputy and friend from Maryland has just arrived from Holland.[2] He very quickly brought him to me. These gentlemen are sending from Paris a courier[3] by way of Bordeaux for Congress, in a sloop, an excellent sailer. . . .

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[1] Stevens, ed., *Facsimiles,* No. 1347.
[2] William Carmichael of Maryland was not "another deputy."
[3] William McCreery.

17 Aug.

Philip Stephens to Commodore Thomas Mackenzie, Chatham[1]

Sir 17 Augst 1776

Instead of David Hall one of the Crew of the *Yankee* armed Vessel, when you were directed, by my Letter of the 15th instant, to cause to be put on board the *Vulture* Sloop to be carried round to Spithead, I am commanded by my Lords Commissrs of the Admty to signify their direction to you to cause Charles Grant, one other of the Crew of the said arm'd Vessel, to be put on board the *Vulture* Sloop for the purpose abovementioned & that the said David Hall be put on board the *Mars* & kept & victualled there until farther Order, taking care that he be not permitted to go on shore, or suffer'd to make his escape. I am &c –

P S

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[1] PRO, Admiralty 2/552, 412.

Public Advertiser, Saturday, August 17, 1776

London [August 17].

The Lords of the Admiralty have sent Notice to the West India Merchants, that they have received Advice from Admiral Gayton, at Jamaica, of a Convoy being appointed to come to England with the July Fleet; that the Admiral had purchased Armed Vessels; that Admiral Young, at the Leeward Islands, was likewise purchasing Armed Vessels; and that their Lordships have ordered Armed Vessels to be purchased here, all which are intended to be sent as a further Reinforcement to the West India Squadrons; that Expresses are sent to the West Indies with Orders that the late Convoys of this Year come the whole Voyage; and that Ships of War are sent from England to Cruize in the Track of the homeward bound West India Ships.

The *Lady Juliana,* Stevenson [Christopher Stephenson], is carried into Salem; the *Reynolds,* [Keylock] Rusden, into Dartmouth; the *True Blue,* ——, into Newport; the *Juno* [Samuel] Marsden, into Philadelphia; a large Ship with 200 Hogsheads of Sugar, &c. and three or four other West Indiamen, Names unknown, into Marthas Vineyard; and a large West Indiaman into Long Island.

18 Aug. (Sunday)

BEAUMARCHAIS TO THE COMMITTEE OF SECRET CORRESPONDENCE OF THE CONTINENTAL CONGRESS [1]

Gentlemen: Paris, August 18, 1776

The respectful esteem that I bear towards that brave people who so well defend their liberty under your conduct has induced me to form a plan concurring in this great work, by establishing an extensive commercial house, solely for the purpose of serving you in Europe, there to supply you with necessaries of every sort, to furnish you expeditiously and certainly with all articles — clothes, linens, powder, ammunition, muskets, cannon, or even gold for the payment of your troops, and in general every thing that can be useful for the honorable war in which you are engaged. Your deputies, gentlemen, will find in me a sure friend, an asylum in my house, money in my coffers, and every means of facilitating their operations, whether of a public or secret nature. I will, if possible, remove all obstacles that may oppose your wishes from the politics of Europe.

At this very time, and without waiting for any answer from you, I have procured for you about two hundred pieces of brass cannon, four pounders, which will be sent to you by the nearest way, two hundred thousand pounds of cannon powder, twenty thousand excellent fusils, some brass mortars, bombs, cannon balls, bayonets, platines, clothes, linens, etc., for the clothing of your troops, and lead for musket balls. An officer of the greatest merit for artillery and genius, accompanied by lieutenants, officers, artillerists, cannoniers, &c., whom we think necessary for the service, will go for Philadelphia, even before you have received my first dispatches. This gentleman is one of the greatest presents that my attachment can offer you. Your deputy, Mr. Deane, agrees with me in the treatment which he thinks suitable to his office; and I have found the power of this deputy sufficient that I should prevail with this officer to depart under the sole engagement of the deputy respecting him, the terms of which I have not the least doubt but Congress will comply with.[2] The secrecy necessary in some part of the operation which I have undertaken for your service requires also, on your part, a formal resolution that all the vessels and their demands should be constantly directed to our house alone, in order that there may be no idle chattering or time lost — two things that are the ruin of affairs. You will advise me what the vessels contain which you shall send into our ports. I shall choose so much of their loading, in return for what I have sent, as shall be suitable to me when I have not been able beforehand to inform you of the cargoes which I wish. I shall facilitate to you the loading, sale and disposal of the rest. For instance, five American vessels have just arrived in the port of Bordeaux, laden with salt fish. Though this merchandise, coming from strangers, is prohibited in our ports, yet as soon as your deputy had told me that these vessels were sent to him by you to raise money from the sale for aiding him in his purchases in Europe, I took so much care that I secretly obtained from the Farmers General an order for landing it without any notice being taken of it. I could even, if the case had so happened, have taken on my own account these cargoes of salted fish, though it is no way useful to me, and charged myself with its sale and disposal, to simplify the operation and lessen the embarrassments of the merchants and of your deputy.

I shall have a correspondent in each of our seaport towns, who, on the arrival of your vessels, shall wait on the captains, and offer every service in my power. He will receive their letters, bills of lading, and transmit the whole to me. Even things which you may wish to arrive safely in any country in Europe, after having conferred about them with your deputy, I shall cause to be kept in some secure place. Even the answers shall go with great punctuality through me, and this way will save much anxiety and many delays. I request of you, gentlemen, to send me next spring, if it is possible for you, ten or twelve thousand hogsheads, or more, if you can, of tobacco from Virginia of the best quality.

You very well understand that my commerce with you is carried on in Europe; that it is in the ports of Europe I make and take returns. However well-bottomed my house may be and however I may have appropriated many millions to your trade alone, yet it would be impossible for me to support it if all the dangers of the sea, of exports and imports, were not entirely at your risk. Whenever you choose to receive my goods in any of our windward or leeward islands you have only to inform me of it, and my correspondents shall be there according to your orders, and then you shall have no augmentation of price but of freight and insurance. But the risk of being taken by your enemies still remains with you, according to the declaration rendered incontestible by the measures I shall take by your deputy himself. This deputy should receive, as soon as possible, full power and authority to accept what I shall deliver to him, to receive my accounts, examine them, make payments thereupon, or enter into engagements which you shall be bound to ratify as the head of that brave people to whom I am devoted; in short, always to treat about your interests immediately with me.

Notwithstanding the open opposition which the King of France, his ministers, and the agents of administration show, and ought to show, to everything that carries the least appearance of violating foreign treaties and the internal ordinances of the kingdom, I dare promise to you, gentlemen, that my indefatigable zeal shall never be wanting to clear up difficulties, soften prohibitions, and, in short, facilitate all operations of a commerce which my advantage, much less than yours, has made me undertake with you. What I have just informed you of is only a general sketch, subject to all the augmentations and restrictions which events may point out to us.

One thing can never vary or diminish: it is the avowed and ardent desire I have of serving you to the utmost of my power. You will recollect my signature, that one of your friends in London, some time ago, informed you of my favorable disposition towards you and my attachment to your interests. Look upon my house, then, gentlemen, from henceforward as the chief of all useful operations to you in Europe, and my person as one of the most zealous partisans of your cause, the soul of your success, and a man most deeply impressed with respectful esteem, with which I have the honor to be,

Roderique Hortalez & Co.

P.S. — I add here, to conclude, that every American vessel, though not immediately armed or loaded by you, will be entitled to my good offices in this country; but yours, particularly addressed to my house, will receive a particular preference from me. I ought also to intimate to you, gentlemen, that from the nature of my connection it is to be wished you would use discretion even in the accounts that you give to the general Congress. Everything that passes in your great assemblies is known, I cannot tell how, at the court of Great Britain. Some indiscreet or perfidious citizen sends an exact account of your proceedings to the palace of St. James. In times of great exigency Rome had a dictator; and in a state of danger, the more the executive power is brought to a point, the more certain will be its effect, and there will be less to fear from indiscretion. It is to your wisdom, gentlemen, that I make this remark; if it seems to you just and well planned, look upon it as a new mark of my ardor for your rising Republic.

R. H. & Co.

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1. Wharton, ed., *Revolutionary Diplomatic Correspondence,* II, 129–31.
2. The ordnance expert, M. Philip Charles Baptiste Trouson du Coudray, had requested Major General rank in the Continental Army.

SILAS DEANE TO THE COMMITTEE OF SECRET CORRESPONDENCE[1]

[Extract] [Paris, August 18, 1776]

. . . If a few of our cruisers should venture on this coast they might do very well, as they would find protection in the harbors of this kingdom. Coming ostensibly for the purpose only of commerce or otherwise no questions would be asked, and they might wait until an opportunity offered (of which they might be minutely informed) , and then strike something to the purpose. I give this hint to individuals rather than to the honorable Congress as a body. The bearer, Mr. [William] McCreary, has obliged me by copying my memoir, which I sent herewith. It has had a great run among the ministers of this and some other courts in a private way. M. Beaumarchais writes by this opportunity; he has shown me his letter, and I have agreed in general to the contents, not understanding any exclusive privilege for his house. Everything he says, writes, or does is in reality the action of the ministry; for that a man should but a few months since confine himself from his creditors, and now, on this occasion, be able to advance half a million, is so extraordinary, that it ceases to be a mystery. . . .

1. Wharton, ed., *Revolutionary Diplomatic Correspondence,* II, 126–27.

19 Aug.

"Extract of a Letter from the Chief Mate of a West Indiaman, to his Father in Newcastle, dated London, August 19."[1]

I had the misfortune to be taken by the *Yankee* privateer, when bound to the head quarters, loaded with rum for the fleet and the army, from Antigua to New York. In lat. 36.40. long. 74.50. west, the said privateer, in the grey of the morning, gave chace, and got along side us about nine o'clock.

We had but 2 four pounders and 12 shot, and gave 11 of them; the other gun lost the fore-truck, or wheel, and we could not get it to bear; and he being close along side, his guns loaded with round crop bar and canester shot, that we were obliged to strike and hoist the boat out, and go on board with the Captain and papers; the people were all detained, as also the Captain; and their people sent on board our ship, and some more of ours were sent in the second boat, I being one of the number.

They had taken one three-decker before they took us, she was from Jamaica, with sugar and rum, for London; and three days after parted with the two ships, they having orders to make the best of their way for Boston, Marble-head, or Cape Ann. We soon ran them out of sight with the privateer. We having been eight days on board as prisoners, concerted measures to rise, and take her from them, which we accomplished, without lives lost on either side. We went in search of our own ships, but fell in with two American privateers, which made us bear up, and make all the sail we could to get from them; for if they had taken us, we should have expected nothing but death, but we were determined to fight to the last man, and would have sunk her rather than been taken.

We had a fair wind all the way to London, and fetched all the prisoners here with us, which were 25; and of us 14, officers included. After we were masters for 20 days and nights we durst not go off the deck for fear of a revolt from them. We did not put any in irons, but one, and that was for his impertinence. She is a fine sloop, mounts 9 four-pounders, 16 swivels, and two cohorns.[2]

1. *London Chronicle,* August 31 to September 3, 1776.
2. The narrator was the mate of the ship *Creighton.*

SILAS DEANE TO BEAUMARCHAIS[1]

Sir, Paris, August 19th, 1776.

Since the stores and goods have been engaged and getting ready, I have made inquiry of several merchants respecting the charter of vessels for America generally, without mentioning what their cargoes should consist of, and have written in the same way to some of my correspondents, and in the whole, I find I shall not be able to provide them as early as is necessary at any rate, and I fear not without making their destination and object too public. You will recollect that I mentioned my apprehensions of this subject some days since, and now propose (if consistent with your other engagements,) that you would take the procuring of the vessels necessary on you, at least, as far as to be security for the payment of their charter. It gives me pain to put this additional trouble and expence on you, but I know that you think nothing within your power is too great to be undertaken for the service of the United Colonies of America, whose grateful acknowledgments must equal, though they can never exceed your generous exertions in their favor at this critical and important period of their affairs. These vessels will return with cargoes on your account, which, with what will probably arrive from other remittances, will enable you to proceed to the greatest extent in executing the great and liberal plan you have proposed. I shall do myself the honor of waiting on you to-morrow morning on this and other affairs; mean time I am, with the utmost respect and attachment, Sir [&c.]

Silas Deane.

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[1] State Papers, House Document No. 111, appendix, 15th Congress, 1st session 26, NA.

MARQUIS DE GRIMALDI TO PRINCE MASSERANO[1]

Your Excellency: After warning me that he did so of his own accord and without orders from his Court, the English Ambassador spoke to me about the frequency with which ships of his Colonies come to our Ports and carry on their usual trade. He indicated how convenient it would be to issue orders forbidding this assistance, as the Portuguese Ministry has now done with respect to that Kingdom. I replied to him saying that I believed that very few came; that they were regarded here as subjects of Great Britain, because it was not possible to tell which were of one party and which of another; that they came in pursuit of a legal, long-established trade; that it did not seem usual to hinder it, above all when they did not carry or seek in exchange goods that England objected to. I recalled to him that the British Cabinet had rejected a proposal Your Excellency made to them last year to turn away from Port Egmond again certain American vessels which, it was supposed, had come there without the sovereign's knowledge. The rejection was based on the position that it would insult the English flag, a thing that would serve the Nation very badly. Lastly, not being able to persuade me that the ships might present themselves under an unknown flag, nor having any evidence of it, he said he would make the appropriate reports. I advise Your Excellency for your information and God grant Your Excellency [&c.]

San Ildefonse, 19 August 1776.[2]

Marquis de Grimaldi

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1. AHN, Estado, Legajo 4281, 11–12, LC Photocopy. Masserano was Spanish ambassador to Great Britain, Grimaldi was Minister of State.
2. This date the British ambassador, Lord Grantham, wrote Lord Weymouth, Secretary of State for the Southern Department, to advise of his conversation with Grimaldi. Sparks Transcripts, Lord Grantham, I, 10–12, HU.

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20 Aug.

Public Advertiser, TUESDAY, AUGUST 20, 1776

London [August 20].

The Americans are believed at last to have made a lucky Hit. A Vessel from Cadiz, laden with Dollars on Merchants Account, to the Value of 150,000 l. is missing, supposed to have been taken by two Provincial Privateers, which had been obliged to quit the Tagus, on the late Edict of his Portuguese Majesty. Thirty per Cent was Yesterday offered upon the said Vessel, to the Insurers, and refused.

London Chronicle, SATURDAY, AUGUST 17 TO TUESDAY, AUGUST 20, 1776

London [August 20].

A sailor who came home with the *Howe* transport, which arrived on Sunday se'nnight at Greenock, in 25 days from Halifax, gives the above account. He went out with the *Mayflower,* of Whitehaven, Capt. Crosbie, having on board Capt. Aenaes M'Intosh's company of the 71st. An old man and his two sons came out in a fishing-boat, and informed them of the evacuation of Boston, and the capture of the said two vessels.[1] On their way to Halifax from Boston they were attacked by a privateer of ten carriage and six swivel guns, whom they fought for seven glasses, and were on the point of being taken, when a man of war came in sight, and relieved them.

1. See Volume 5.

PIERRE PENET TO DR. BARBEU DUBOURG[1]

Intercepted. Nantes 20 August 1776.

In answer to the favour of your last letter and to the information which you desire to have about the trade which could be engaged in with the Colonies of the North; the point is that the houses which are desirous to interest themselves in this business shall be capable of making advances, or shall have sufficient credit to supply the goods to me at terms of 6 and 8 months. I should then find means to make some shipments which might amount to a million and more per annum.

According to the plan which I have formed, we should have no risk to run. The goods will be insured and, from the manner in which I shall give the orders for their sale, I am sure that it will give us, all expenses paid, a considerable profit.

An experiment may be made in the first place with a sum of 200 or 300 thousand livres. It is a good business and one which should be followed up if it be desired to carry it through, and which no one else will be able to undertake.

If that suits you, and if I am assured of the arrangements and conditions, I shall let you know the articles which it will be necessary to supply to me either at Nantes or at Bordeaux. I feel flattered that you have anticipated my ideas: for I ought to arrange this speculation with some Dutch houses. I shall however await your reply.

As regards the private provisions which I have to make on the Continent you know that that is a matter between ourselves. I have houses all over Europe where I have credit sufficient to meet the demands which I make and for this purpose I have no need, although it is a matter of many millions, of any funds or advances. I have the honour &c.

[P.S.] According to the news which I have just received from London, I am notified that the King of England has lately proposed peace to the Americans.

I learn at the same time by a captain arriving from Cadiz who has spoken with a captain from New England that Lord Dunmore has been taken prisoner by General [Charles] Lee with 3,000 of his troops.[2]

From another quarter I learn that the General Congress has issued a declaration in all the Provinces of the Thirteen United Colonies of Liberty and Independence. God grant that this news be true!

I shall have the honour to send you some furs. I am informed that there are some arrived at Bordeaux, where there are nine or ten insurgent ships.

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1. Stevens, ed., *Facsimiles,* No. 578.
2. Not so.

21 Aug.

MINUTES OF THE BRITISH NAVY BOARD[1]

[London] Wednesday 21st: Augst. 1776

Write to Mr [John] Wilkinson to provide another Master & Mate for the *Mellish* Transport, the present ones having declared that in case of her being attacked on her passage to America, they would not defend her, & to cause her to be properly provided with Match.

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1. PRO, Admiralty 106/2594.

LORD GEORGE TOWNSHEND TO LORD GEORGE GERMAIN[1]

My Lord Lord [Jeffrey] Amherst having already given you his opinion whilst I was in the Country, upon the subject of your Lordship's letter of the 7th of this month, respecting Convoy & Arming the Ordnance Vessels, I have nothing to add but my perfect concurrence; that according to the experience I have had in the service, that the best method of transporting the most essential & interesting Stores to the Army & Navy upon the American Station, is by conveying them in 40 Gun-Ships. – The upper tier of which I apprehend to be superior to any Rebel Privateer, & at the same time great Stowage & room for many Recruits, for the Swivels & small Arms might be afforded. – Probably 2 or 4 forty Gun Ships might convey all the Stores of the most interesting nature to their Destination with the utmost security. The annual Recruits of Artillery & the Officers destined for this service might be so timed, as to strengthen the Crews & lessen the number of Sailors.

Our Spades, Pickaxes, Felling-axes, Gun Carriages and many Stores known by the name of petty Emptions might be hazarded in Ships of inferior Force. But my Lord I speak this with great deference to another Department, which is the best Judge how far such Ships can, in the circumstances of Affairs be applied to this service; certainly very important in its nature, and which unless the Ordnance is possitively directed to act upon a more enlarged Plan than they seem hitherto to have understood themselves as charged with, they will find great difficulty to execute.

On the other hand my Lord, if it shall not be judged expedient that these Ordnance Stores should be conveyed by Men of War, I hope His Majesty's Orders will be signified to me by your Lordship "that the Ordnance Ships carrying Ordnance and Stores be sufficiently armed & manned against the Rebel Cruizers" will be extended so as to enable the Ordnance to hire or build Ships of greater force, than seems at present to be understood to be within this Department.

As the Ordnance cannot know what is the American's Naval Force; whether skulking Privateers or Vessels cruizing in company, the only security seems to be in stout Vessels, fitted for close Quarters, and with a proper number of Guns & Men, for which I hope your Lordship's instructions.

It will be necessary in this case, to take our Guns from the Naval Stores, to be replaced for the Navy as soon as possible.

I beg leave to trouble your Lordship with an Extract of His Majesty's Instructions for the Ordnance, by which you will judge of the distinction between the Land & Sea Service in that Department – and I also trouble your Lordship with the Orders I have given in consequence of the Directions I received this day – untill His Majesty's pleasure be further Known. I am My Lord [&c.]

Townshend

Portman Square 21st August 1776

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[1] PRO, Colonial Office, 5/162, 585–87. Townshend was Master General of Ordnance.

London Chronicle, TUESDAY, AUGUST 20 TO THURSDAY, AUGUST 22, 1776

London [August 21].

Yesterday the *Mercury,* Spencer, an American prize, arrived in the river; the people are ordered to be taken out, and put on board a man of war.

CAPTAIN ROGER WILLS, R.N., TO PHILIP STEPHENS[1]

Sir Spithead 21st August 1776

Please to acquaint my Lords Commissioners of the Admiralty that this day I arrived with his Majesties Sloop the *Ranger* under my Command at Spithead, in pursuance of Commodor Sir Peter Parker's Order, from South Carolina, in a leaky condition; having on board Captain [Charles] Hope charged with dispatches from the Commodore, and Generl Clintons Secretary charged with his dispatches. – I sail'd from the Bar of Charles Town the 15th of July, and in my track on the 20th in the Lattd of 35° 18′ N. Longd from the Bar 8° 46′ Et I fell in with a Trading Sloop belonging to the Rebels, from Ocrecock in North Carolina, bound to Cape Nicholas Mole, laden with Tobacco, and Lumber, to purchase in returne arms, Powder, or Saltpetre. I seiz'd her, exchanged the Prisoners and Order'd the prize to proceed to the first port in England. The Master informs me that it was reported in North Carolina, that Arm'd Vessels were Intended to be sent to cruze, to intercept the Homeward bound Trade, off the Western Islands. – On the 27th it blowing very fresh with thick rainy weather and a great Sea; at 6 o'Clock in the Morning in the Lattd of 39° 20′ N Longd. from Carolina 19° Et saw a Sail to the westward standing after us, Coming up very fast, on which I immediately Clear'd for Action, at ½ past 7 she Came near us, on which I hoisted the Colours and fir'd a shot at her, she hoisted a Rebel flag at her topmast head (being a Sloop of 12 Carriage guns) and return'd a shot, we exchanged several shot; as the Sea run very heigh our Carriage guns was mostly under water, and rendered almost useless. I keepd to the leeward of her that I might be able if possable to make use of the weather guns, which I did between whiles. She made frequent attempts to get to leeward of us, which I as often prevented at ½ past 8 she hauld the wind and made sail from us. I chaced her, but she being very clean, out saild us considerably. I therefore thought it most prudent to proceed on my proper course, having the above dispatches on board. I am Sir [&c.]

R^r^ Wills

Agreeable to My Lords Commisrs of the Admiralty's directions to me, I delivered their Commission to Mr Charles Loggie appointing him Lieutenant of his Majesties Sloop the *Ranger,* on the 29 of March and was Sworn by Sir Peter Parker the 3d of June

Inclosed is the state and Condition of his Majesties Sloop under my Command.

Endorsed 21 Aug 1776 Spithead Captn Wills of the *Ranger* Rx same day by Captn Hope [Note on back] 22 Aug Own rect & approve of his proceedings

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1. PRO, Admiralty 1/2672, 9, 4.

"Extract of a Letter from Portsmouth, Aug. 21."[1]

This Morning arrived at Spithead his Majesty's Sloop *Ranger,* Captain Willis, from Charles-Town, with Dispatches from Sir Peter Parker, which were intrusted to the Care of the Hon. Captain [Charles] Hope, who immediately set out Express for the Secretary's Office. 'Tis reported here that the *Bristol* Man of War, with some other of our Fleet, met with great Damage in passing a Fort in Charles-Town River, and that red-hot Shot were fired into the Ships. The *Bristol* was on fire twice in one Day: that Captain [John] Morris, who commanded her, was killed, and that about 200 Men were killed and wounded. His Majesty's Ship *Acteon* is entirely lost on a Shoal; three of our Ships ran on Shore, which occasioned great Slaughter on board them. They were about to sail from Charles-Town when this Account came away.

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1. *Public Advertiser,* London, August 23, 1776.

Lord Stormont to Lord Weymouth[1]

[Extract]

Very Secret Paris August 21. 1776.

The very material Intelligence communicated to me by the Kings Command in Your Lordship's most confidential Letter of the 18th Inst agrees, as You will have observed, in several Respects with the imperfect accounts I have from time to time transmitted, particularly in my Letter No 53. in which I mentioned by Name Messrs chaumont & DuBourg. I am persuaded that the Person whom I there called Pennet is the Monsieur Pinette your Lordship mentions, He was called to me by the Name I gave him in my Letter and represented as a German Merchant, but my Information came from People of a lower Class with whom such Inacuracies are very frequent. I am likewise persuaded that Mr Deane is the Person that was mentioned to me by the name of Dana and think it very likely that He came in Company with Nathan Rumsey. . . . and may intend to return to America together in that Vessel now waiting at Bordeaux of which I gave Your Lordship a Description, and which perhaps may deserve to be watched: as it would I think be of some Importance to seize Mr Deane.

There is one Part of the Intelligence Your Lordship has received which I own, I am at a Loss to comprehend. That Beaumarchais should be recommended as an active hustling Man, and ready for this or any similar Business I can easily conceive, but I do not understand how He who has neither Money nor Credit could offer to credit the Americans, to the amount of three Millions of Livres unless this Court have secretly engaged some Merchants or adventurers here to risk that Sum.

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1. Stevens, ed., *Facsimiles,* No. 1350.

22 Aug.

PRÉCIS PREPARED FOR GEORGE III OF EVENTS LEADING TO THE EXPEDITION AGAINST THE SOUTHERN COLONIES[1]

[London, August 21 to August 22]

On the 21st of August 1776, Lord George Germain received another Dispatch from Genl Clinton, dated July 8th in which he says that it appeared by Letters, which he had recd from Genl. Howe that he was not expected or called upon for any immediate assistance on the opening of the Campaign. That he [had] not named either the time or place of joining him, but rather seemed, on the contrary, to intimate his wishes that some operations might take place to the Southward, & had pointed out Charlestown as an object of importance. That upon these grounds, & upon receiving Intelligence, that the Works erected by the Rebels on Sullivan's Island, were in an imperfect & unfinished state, he was induced to acquiesce in a proposal made by the Commodore to attempt the Reduction of that Fortress by a Coup de Main – That he thought it possible, at the same time that it might be followed by consequences of immediate advantage to His Majesty's Service, not intending at that season of the year, to have proceeded further than Sullivan's Island – That with this view they sailed from Cape Fear on the 31st May, and were joined on their passage by the *Ranger* Sloop of War, by which he recd Lord Geo. Germain's Dispatch of the 3d March which has been already stated; and thinking upon a consideration of that Dispatch, that the object in view came within the description of those pointed out therein, he resolved to proceed – That the passage from Cape Fear was attended with great difficulty, & delays That upon a consideration of the whole & Lord Cornwallis agreeing with him in opinion, he resolved as the best means of co-operating with the Fleet, to take possession of Long Island, which was represented to communicate with Sullivan's Island, by a Ford passable at low-water, & with the Main by Creeks navigable for boats of draught. That this object was effected, and the whole Force assembled on Long Island on the 18th June, except a few Recruits, who were left on board the Transports for deception – That his first business after landing was to examine the Ford, which, to his unspeakable mortification, he found to be 7 feet at low water, instead of 18 inches as had been reported, so that his Operations upon Long Island, were limited & confined – for altho' his situation was an object of jealousy both to Sullivan's Island & to the Main, yet as he had not boats for more than 6 or 700 Men, he was reduced to one attack without being able to favour that by any diversion on the other – That he acquainted the Commodore with this discovery, & with his apprehension that he should not be able with his Troops to take that share in the attack upon the Fort, he was once in hopes to have done; assuring him however than whenever he should think to begin his attack, he would make every possible diversion in his favor, or send him 2 Battalions to act on his side, in case he & the Genl Officers appointed to command them, should be of opinion they could be protected in their landing & employed to advantage – That in answer to this, it seemed to be understood that he should give the best support he could, & they only waited for a Wind to begin the attack – That at that time the Rebels had an Intrenchment & Battery on the point of Sullivan's Island, where he intended to have landed, from which he thought they might be dislodged by the light Ordnance he had on shore; but unfavourable Winds having prevented the Fleet from making the attack for 4 days, the Rebels removed from their station & took up some very strong ground 500 yds back, with a more extended Front – That this Post having very great advantage in point of situation & being defended by 4 or 5000 Men, he thought it could not be attempted without a manifest sacrifice of his Troops and accordingly had it in contemplation to make an attempt on Hederal's Point upon the Main, by making a landing within 3 miles of it – That he made a request to the Commodore, that some Frigates might be directed to co-operate with him in that attempt, to which he assented; but as his movements depended in great measure upon those of the Fleet, it was impossible to decide positively upon any plan – That about 7 o'clock on the 28th June the Fleet was discovered going upon the attack of the Fort on Sullivan's Island; but as when they brought up they did not appear to be within such a distance as to avail themselves of their fire from their tops, grapeshot, or musketry, he was apprehensive no impression would be made upon the Battery, & he likewise saw, that the 3 Frigates supposed to have been destined to cut off the Rebel communication with Hederal's Point & favour his attack upon it, were aground, immediately after the 4 leading Ships had taken their stations. That during the Attack he made every diversion by cannonade while the sands were uncovered – That small armed Vessels were ordered to proceed towards the Point of Sullivan's Island, but that they all got aground – That the Troops were disposed of in such a manner as to be a portée to attempt the landing, either on Sullivan's Island or the Main as circumstances, during the attack, should make necessary. That the Cannonade of the Fleet continued without any favourable appearances 'till night – That upon an expectation that it would be renewed in the morning he made the best dispositions he could, of the small Ordnance he could collect, to enable him if necessary whilst the tide suited to have made one effort on Sullivan's Island, an Attempt however contrary to every Military Principle, & justifiable only in a case of the success of the Fleet or of its distress, to support the one or relieve the other – That at day break finding, to his great concern, that the Fleet had retired & that there was no intention of renewing the Attack, he proposed to the Commodore to proceed as soon as possible, to the Northward and that they should sail in a few days for New York.

On the 22d of August the Lords of the Admiralty communicated to Lord Geo: Germain, a copy of a Dispatch from Sir Peter Parker to Mr. Stephens dated *Bristol* – in 5 fathom hole within Charles Town Bar, the 9th July 1776, in which he says, that the *Sphynx* & *Pensacola Packet,* having on the 26th May returned from reconnoitering Charles Town, the Engineers Report of the state of the Fortifications and the Works carrying on, added to an Account Genl Clinton had recd that the Troops would not be wanted so soon as he expected, having made an attempt on that place advisable, the Fleet on the 30th May, got over the Bar at Cape Fear, & on the 1st of June anchored off Bull's Bay — That on the 2d of June the *Ranger* & *Delegate* went to sound the North end of Sullivan's Island & Long Island, as far as the Rattle Snake, & next day from the northward of the Rattlesnake to the northward of Long Island — That on the 4th of June the whole Fleet except the *Ranger,* anchored off Charles Town Bar — That on the 5th the *Delegate,* covered by the *Friendship,* sounded the Bar, & laid down buoys preparatory to the intended entrance of the harbour on the next day by the Frigates — That on the 6th Capt Willis was directed to place the *Ranger, St Lawrence* and *Friendship,* where Genl Clinton thought proper — That on the 7th the *Bristol's* assistance being judged necessary, & it being the opinion of the Captains, Masters & Pilots, that if she were brought to 17 Feet 6 Inches, she might be got over the Bar, orders were immediately given for her guns to be taken out, and the ship lightened for that purpose; & the same day all the Frigates, & most of the Transports got over into 5 fathom hole — That on the 10th the *Bristol* got over the Bar with some difficulty — That on the 15th the Captains were given the Arrangements for the Attack of the Batteries on Sullivan's Island, & the General was informed the next day by letter, that the Ships were ready — That on the 21st signal was made to unmoor, to cause a diversion, tho' the Wind was contrary, it being imagined that the Troops were engaging the Rebels at the northend of Sullivan's Island — That this Day the General fixed on Sunday the 23d for the joint attack — That on the 23d June, a private signal was made to the General, that the Ships would go on the attack at one o'clock, but the Wind coming contrary the signal was hauled down at 11 o'Clock. That on the 25th the *Experiment* arrived & came over the Bar the next day, when a new arrangement was made for the attack. That on the 27th the Wind being flattering the private signal was made to the General & the Ships got under weigh but were obliged to Anchor, the Wind flying suddenly round to the northward. That on the 28th of June at half past 9. Genl Clinton was informed by signal, that the ships would go on the attack. At half an hour after 10 the signal was made for weighing, and about a quarter after Eleven they brought up against the Fort. That Coll James in the *Thunder* Bomb, covered by the *Friendship* threw several shells a little before and during the Engagement in a very good direction — That the *Sphynx, Actaeon* & *Syren,* which were to have gone to the Westward, to prevent the Fireships, or other Vessels from annoying the ships engaged, & to cut off the Retreat of the Rebels when driven from their Works ran aground thro' the ignorance of the Pilots, from whence the *Sphynx* & *Syren* got off in a few hours, but the *Act[a]eon* remained fast 'till the next morning when she was set on fire by her own crew to prevent her falling into the Enemies hands — That during the time of their being abreast of the Fort, which was 10 hours, a brisk fire was kept up by the Ships, with intervals, & they had the satisfaction, after being engaged 2 hours, to oblige the Rebels to slacken their fire very much, & to drive large parties of them several times out of the Fort, which were replaced by others from the Main. That the Forts were totally silenced & evacuated near an hour & half but the Rebels finding that our Army could not take possession, about 6 o'clock a considerable Body of theirs re-entered the Fort, and renewed the firing from 2 or 3 guns, the rest being as supposed dismounted – That about 9 o'clock, it being very dark, great part of their Ammunition expended, the people fatigued, the tide of Ebb almost done no prospect from the Eastward, and no possibility of their being of any further service, the ships were ordered to withdraw to their former moorings – That their Lordships will see plainly by this Account that if the Troops could have co-operated on this Attack, His Majesty would have been in possession of Sullivan's Island – But he begs leave here to be clearly understood lest it should be imagined that he means to throw even the most distant reflexion on the Army – for that he should not discharge his conscience were he not to acknowledge, that such was his opinion of The King's Troops, from the General to the private Soldier that after he had been engaged some hours & perceived that The King's Troops had not got a footing on the North end of Sullivan's Island, he was perfectly satisfied, that the landing was impracticable, & that the attempt would have been the destruction of many brave men, without the least probability of success – And that this he is certain will appear to be the case when Genl Clinton represents his situation – He then, after giving an Acct of the State of The Ships, of the number of Men killed & wounded, & of the behaviour of the Officers & Men upon the occasion, concludes with acquainting, that all the Regiments will be reembarked in a few days – That the first Brigade will sail in a day or two under convoy for New York & that the *Bristol* & *Experiment,* will, he hopes, soon follow with the remainder.

1. PRO, Colonial Office, 5/232.

William Knox, Under Secretary of State, to Lord Dartmouth[1]

My dear Lord [London] 22 Augt 1776

I hoped to have been able to send your Lordship a more pleasing account of our Southern Expedition than is contained in the inclosed precis It is well however the Troops have not suffered by the climate which I dreaded more than the fire of the Rebels, tho' that has done no small execution on board the Ships. Not a Man on the Quarter Deck of Sir Parker's Ship at the beginning of the attack, that was not either killed or wounded before the end of it. The worst consequence of this failure will be the shewing the Rebels where their strength lies and how they may foil us again in the winter tho' our strength be greater. They were seen to hang up a man upon a Tree behind the Fort, before they could prevail on a Party to return to the Guns. We have no Account or even guess at their loss. All our hopes are now fixed on General Howe, a cheque at New York would undoe us all, God Grant he may wait for his reinforcement before he attempts any thing, and then I think they will not wait for him. I am ever Your Lordships [&c.]

Will: Knox

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1. PRO, Dartmouth Manuscripts, NCDAH Transcript.

Philip Stephens to William Knox[1]

Sir, Admiralty Office, 22d Augt 1776.

Having laid before my Lords Commissioners of the Admiralty your Billet, with the Papers which accompanied it, from Mr [Hans] Stanley, Secretary to the Commrs of the Customs, in relation to the Snow *Peter,*[2] bound from Santa Cruz in the West Indies to Amsterdam, which is detained at Cowes, on Suspicion of belonging to His Majesty's rebellious Subjects in North America, Their Lordships directed Mr Seddon, Solicitor for the Affairs of the Admiralty, to take the Opinions of three eminent Council respecting the Same, which he having accordingly done, I am Commanded by their Lordships to send herewith Copies of the said Opinions, and to acquaint you, for the Information of Lord George Germain, that they have given Directions to Mr Seddon to proceed against the said Snow as a Droit of Admiralty. I am &c

Php Stephens

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1. PRO, Colonial Office, 5/259, 98–99.
2. *Ibid.*, 87, "Whitehall 2d August 1776. Mr Knox presents his Compliments to Mr Stephens, and, in addition to the Papers formerly transmitted respecting the Sloop *Peter,* sends him the inclosed Letter from Mr Stanley & Protest of the Master."

Captain Charles Hope, R.N., to Philip Stephens[1]

Sir

Inclosed I have the honour to send you an Order Sr Peter Parker was pleased to give me on the third of last June appointing me to the Command of the *Friendship* Armed Ship, which I am to beg you will be pleased to move their Lordships for confirmation.

I likewise send you inclosed Sr Peter Parkers order for my proceeding to England in His Majesty's Sloop *Ranger* with his dispatches with which I arrived at Spithead Yesterday Morning the 21 of August and I have the honour to be Sr [&c.]

Cs Hope

[London] August 22d 1776
[Endorsed] 22 Augt to be confirmed

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1. PRO, Admiralty 1/1902, 23, 1.

ROBERT EARL TO THE LORDS COMMISSIONERS, BRITISH CUSTOMS [1]

Honble Sirs

Yesterday arrived at Spithead His Majestys Sloop *Ranger* Captn Wills from South Carolina with an Express; and in the Afternoon on the proper officers examining the Baggage of a Gentleman who came Passenger they found Eighty Letters, which in Obedience to your Order of the 24th February, we forwarded (in a Box) by the Coach last Night under the Seals of office Addressed to your Honors

This Ship left South Carolina the 15th Ulto and brings an Account that His Majestys Ships, *Bristol, Experiment, Actaeon, Siren, Solebay, Active* and *Sphinx* under the Command of Sir Peter Parker, attempted on the 28th June last, to get over the Bar of Charles Town River with intent to land the Troops on Sullivans Island In this Attempt, some of the Ships particularly the *Bristol* and *Actaeon* grounded on the Bar by which they became exposed for a considerable time to the continual fire of a Fort erected by the Rebels to annoy any Shipping making such Attempt; whereby the *Bristol* was much shattered, and the *Actaeon* so Circumstanced, that Sir Peter ordered her to be set on Fire which was done, and She soon afterwards blew up –

Captain [John] Morris of the *Bristol* lost his Arm & died soon Afterward – Captain [Alexander] Scott of the *Experiment* likewise lost an Arm, but is in a fair way to recover Lieutenant Pike of the *Active* was killed – The *Bristol* had two Masts Shot away. The following is the best Account we can collect of the Numbers Killed and Wounded Vizt

	killed	Wounded
Bristol	41	71
Experiment	23	54
Solebay	1	8
Active	1	3
	66	136

We are with great Respect Honble Sirs [&c.]
Robt Earl in the absence of
Coll[ecto]r W: Stiles

Custom H. [Portsmouth] 22 Augt 1776 –

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[1] PRO, Colonial Office, 5/148. Earl was deputy collector of customs at Portsmouth.

MEMOIR OF SILAS DEANE TO THE FRENCH MINISTRY[1]

Memoire

In the Instructions given Mr Deane by the honorable Committee of Secrecy for the Congress of the United Colonies in North America he is among other Things charged to sollicit for a Credit for "Cloathing & Arms for Twenty five Thousand Men, with a suitable Quantity of Ammunition, and One hundred Field pieces" which Article closes, with saying ["]that the whole if granted or obtained, would make a Cargo that it might be well to secure by a Convoy of Two or Three Shipps of Warr."

These Articles are now engaged but, Great Brittain depending more on preventing supplies to the Colonies of the means of Defence, than on their formidable Armaments, have taken, and will pursue every measure, both of Negotiation, & Warr to deprive the United Colonies of necessary supplies of Cloathing, & Stores for Warr.

The safe Arrival of these stores, is of the last importance, & in some sense the Fate of the United Colonies depends upon it.

The Time for their Arrival, will be in November, or December, when the Campaign on the part of the Army of Great Brittain, unaccustomed to the Severities of that Climate, must be closed; And it is easy to forsee that it must be in one of the following Situations. if Victorious, and successful in every Attempt, they will be in possession of New York, Albany, and thence of the Water courses into Canada, of Long Island and some part of the Jersies, the late opening of the Campaign will not admit of more considering the Nature of the Country, should they meet with no defeats, & the season will call their Attention to such Winter Quarters, where they may be most secure from the Forces of the United Colonies, & best receive reinforcements from Europe.

On the other hand if the Army of the United Colonies are victorious that of Great Brittain must remain shut up in Staten Island under worse Circumstances than they were last Year in Boston, or return to Hallifax, or what in such Case is much the most probable winter in the West Indies.

In either case the Arrival of this Supply at this Time will be of the utmost importance to the Army of the United Colonies.

If unfortunate their Spirits will be newfired, and defying the inclemency of the Season to which they are habituated, they will rally and their Enemy having no Advantage of fortified Towns to shelter them they will with ease regain all they lost in the Summer, & pursuing the Blow wholly drive the British Forces from the Continent.

If fortunate, & the British Forces situated in one of the above places one of which on such an Event must be their Situation this supply will enable them to drive them off finally & prevent their Return. several other Considerations need not be particularized, they are seen at once by a supposition of those Stores being intercepted to prevent which the most prudent & effectual Measur[es] must be taken.

The Stores if Shipped in French Bottoms will be safe on the open Sea, at least they ought to be so, & the Vessels have a right of entering the Ports of North America to refit or repair, under cover of which they might be landed, many other ways may be taken to effect the same purpose without Violation of the Laws of Commerce, But, *inter Arma silent Leges,* & We have no hopes in this Case to be an exception to this general Rule, But after every other precaution, must be prepared to oppose Force to Force; in the doing which, the United Colonies would by no means pursue, or wish to have such Measures pursued, as might involve France in a Warr, solely on their Account.

But as the United Colonies, have declared themselves Free, and independant States, and have declared open Warr with Great Brittain, if this Commerce with the United Colonies, considered in Connection, with other important Objects, should be deem'd deserving Support, & protection, France has the same Right to support & protect it, as a Commerce with the United Colonies of holland, if at Warr with Great Brittain, and for Great Brittain to forbid such a Commerce at the risque of a Warr, is in one Word to Assume the right of prescribing Laws to France, which watever he[r] inclination prompts on this head her present Resources, & desperate Situation will never imbolden her to Attempt.

In considering this Subject, several Methods have been thought of, some of which may possibly meet with Approbation, & prove effectual, or some one different may be formed from these hints

1st It is humbly submitted, whether, at this Critical period it will not be judged the true policy of France, to have a Fleet of Observation, in the American seas, and should such a Fleet be sent out, whither these Stores might not be sent under its Convoy untill they arrived in those seas, & on that Coast.

2d Should this measure not be adopted, or should such Fleet Sail too late for this purpose whither permission might not be obtained for purchasing or hiring Three, or Four Frigates as a Convoy, to Sail as for the West Indies under French Colors, but if on entering any harbor in America they should be under the Necessity of Contending, it may be done under the Colors of the United Colonies.

3d Should this be thought unadviseable, Whither it would be permitted to hire Frigates of individuals for this purpose, observing strictly such Regulations as shall be prescribed for avoiding every Thing that might justify a rupture between the Two Nations.

The Loss of these Stores by Capture would be every way of bad Consequence though it would add but little, comparatively to the Strength of the Enemy, yet the Loss to the United Colonies must be doubly great heightned by so discouraging an Accident, at so critical a period of their Affairs.

These Thoughts are humbly Submitted only by adding, that many American Seamen may now be engaged in the Ports of Great Brittain, & Ireland, who are detained there from going direct for America, but would be permitted to ship themselves for Holland, or France, and who must otherways from Necessity, be soon reduced to enter the British Service.

Paris August 22d 1776 –

1. Stevens, ed., *Facsimiles,* No. 580. Appended to the Memoir is a note in French summarizing its contents, which in translation reads:

> 1776 August 22. Note of contents of the memoire. In the instructions given by the American Congress to Mr Deane, he is, amongst other things, charged to solicit, upon credit, accoutrements and arms for 25,000 men with suitable amount of ammunition and 100 field guns. And when France shall have granted the whole, a cargo would be formed which might come under convoy of two or three men of war. The carrying out of this instruction is contingent upon the several events which may happen during the war which Congress will have to maintain against England.

23 Aug.

M. Garnier to Vergennes[1]

[Extract] London, 23 August 1776

. . . The Warship *Pembroke* and the Frigate *Bologna,* both old vessels destined to serve as hookers in Halifax, are ready to sail from the road of Portsmouth. They are loaded with masts and all kinds of rigging for the Fleet in America and they are also to convoy a few Transports for the service of the Army. They are presently loading two large merchantmen in Deptford which are also supposed to carry rigging to Halifax.

I had the honor to inform you previously that General Clinton was to have received at Cape Fear orders to rejoin General Howe without attempting anything against the Southern Provinces, and you will have read, My lord, that General Howe's last letters indicated he was awaiting as a matter of fact the arrival of the Army Corps under the command of General Clinton. The original orders to this last General authorized him to attempt an expedition either in Virginia or in the Carolina if he could see any interesting advantage to it, otherwise to join with the main part of the army. As soon as it was learned here that Sir Parker's Squadron with the troops destined to operate under Mr. Clinton's command had been scattered, it was thought that the moment to make an attack against the South had slipped by, and positive orders to join with General Howe were sent to him. Unfortunately those orders did not reach him, and this small Army Corps composed of about four thousand men made an attempt against Charles Town, the Capital of South Carolina. Sir Parker's Squadron, after passing the bar which is at the opening of the river, attacked batteries located on the Island of Sullivan. It was necessary to destroy them in order to make possible the disembarkement of the troops; but, unable to approach the batteries close enough to reduce them to silence because of the lack of depth of the water, he was subjected to such a running fire that after an obstinate engagement which lasted a few hours, he was forced to give up. This did not take place without losses on his side. His flagship the *Bristol* of 50 guns was badly damaged. The Captain on board was killed. There were besides 40 men killed and 71 wounded. The *Experiment,* also of 50 guns, suffered a great deal. There were 24 men killed and 72 wounded, among these the Captain who lost his arm and, from what is said, cannot get over it. The Frigates *Active* and *Solebay* had two men killed and three wounded. The Frigates *Syrene* and *Sphynx* ran aground and were set afloat again with the greatest difficulties. It was not the same for the *Acteon* a new Frigate of 28 guns and built with especially hardened wood through a preparation which I once procured for M. de Boynes. They had to blow her up for fear that she fell into the hands of the enemy, and you can, My lord, scratch her out of the table.[2] The Captain of this Frigate came as a passenger on the Corvette *Ranger* which arrived with this news in Portsmouth on the 21st. The peculiar thing about all this is that the batteries that worked so well were composed of 40 guns from the *Foudroyant,* the beautiful ship which we lost so unfortunately during the last war. Since they use only iron guns on their Ships, they had sent these guns which were made of cast-iron to South Carolina. I have this information from Colonel Keene, one of the Lords at the Colonial Office. The whole affair must have taken place on the 26th or the 27th of June. Its lack of success determined Sir [Peter] Parker to join with Lord Howe. But the poor condition of his Ships does not promise much speed in his navigation. The Vessel that brought this news had sailed on the 6th of July. I shall not fail to send you, My lord, whatever particulars the Government will deem proper to publish about it. Lord Sandwich tried to justify Sir [Peter] Parker, but the other Ministers blame the conduct of this Admiral claiming on the one hand that even the success of the expedition was unnecessary, and on the other hand, that at least he should have been better acquainted with the depth of the river before proceeding.[3]

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[1] AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

[2] The list dated June 21, 1776, enclosed in Garnier to Vergennes, June 24.

[3] In a letter of August 27 to Vergennes, Garnier added: "How can it be that the English knew this coast so poorly?"

Public Advertiser, FRIDAY, AUGUST 23, 1776

London, August 23.

The Americans have such a Number of Privateers at Sea, that scarce a Ship has arrived from the West India Islands but has been chaced by them.

The *Fame,* Moore, from Barbadoes, is safe arrived at Dublin, after being chaced on his Voyage by two American Privateers, both which she out-sailed.

The *Neptune,* from Antigua, for Corke, with the *St. Peter,* from St. Vincent's for Liverpool, and the *Friendship,* from Grenada to London, were all taken by an American Privateer in Lat. 31.[1]

The *Albion,* Hogg, from Dominica, who is arrived at Cork, was three days after she sailed chaced by an American privateer five hours, but one of his Majesty's frigates appearing in sight, obliged the privateer to give over the chace and sheer off. The frigate afterwards gave chace to the privateer, but whether she came up with her or not is unknown, as the *Albion* proceeded on her voyage.

There are now missing of the fleet which came under convoy of the *Antelope* man of war, four ships from Jamaica, and one from Barbadoes; and it is generally supposed they are taken by some American privateers.

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[1] These three vessels were taken between July 11 and July 15, by the Continental ship *Reprisal,* Captain Lambert Wickes. See Volume 5 and William Bell Clark, *Lambert Wickes Sea Raider and Diplomat* (New Haven, 1932).

24 Aug.

PHILIP STEPHENS TO THE BRITISH NAVY BOARD[1]

Gentn 24 Augst 1776.

I have received & read to my Lords Commrs of the Admty your three Letters, Vizt two of the 6th & one of the 7th Inst representing that Lord Dunmore has appointed Robt Simonton, Niel Jameson, & Thos. Wilson to measure and certify to you the Tonnage of all Transports taken up on Government Service at Virginia, and also to Certify the value of such as have, or may be taken by the Enemy; And that Messrs Dunlop & Wilson have applied to you to be paid the Value & Freight of the Sloop *Edward* hired by his Lordship, but since taken by the Rebels; also for the freight of the Sloop *Fincastle* which was likewise hired by his Lordship, and desiring in your said Letters to receive their Lordships directions thereupon, And my Lords having taken the same into their Consideration; I am commanded by them to acquaint you that as they have not received any Command, from His Majesty respecting the hire of these Vessels they do not think themselves authorized to give any directions for the Payment thereof. I am &c

P. S.

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1. PRO, Admiralty 2/552, 439.

Public Advertiser, SATURDAY, AUGUST 24, 1776

London [August 24].

Bunker's Hill and Carolina Bar are cant Terms of British Disgrace; they are to England what Cannae was to Rome.

The following is a List of the Killed and Wounded on Board the Fleet at South Carolina.

	Guns		Killed		Wounded
Bristol, of	50	—	40	—	71
Experiment,	50	—	24	—	54
Solebay,	28	—	1	—	0
Active,	28	—	1	—	3
			66		128

The *Acteon,* of 28 Guns, running on Shore, the Crew set Fire to her and left her.

The *Sphynx* and *Syren* were on Shore, but got off.

Sir Peter Parker, with such of his Fleet as were able to sail, together with General Clinton and the Troops under his Command, left Carolina the 16th of July, and proceed[ed] for Staten Island to join the Howes.

Amongst the Slain on board the *Bristol,* Man of War, are said to be one Lieutenant, three Midshipmen, and a Quarter Gunner.

VERGENNES TO M. GARNIER[1]

[Extract] Versailles, 24 August 1776

Its quite possible, Sir, that contraband leaves our ports for the Colonies. On our shore, it is only merchandise; at sea, we do not meddle with it unless it is under the protection of our flag and in destination to our possessions. However, I believe that the Dutch take better advantage of this opportunity than we do; they are more skillful than our merchants.

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[1] AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

"EXTRACT OF A LETTER FROM BORDEAUX, 24 AUGUST 1776."[1]

The French ship *Marianne* arrived yesterday in this port from St. Marc. She had disembarked there 4 captains and seven English sailors whom a Bostonian Privateer, armed with 12 guns and a crew of 90, had asked her to take on board after meeting her at sea. They relate that this Privateer had already captured 11 prizes, that most of the sailors had joined their party and that they, the captains, and all those who wished to remain loyal to the King of England were left without difficulty on each neutral vessel they met at sea.

They do not know where this privateer sent her prizes. They praise the Captain who allowed them to take their personal effects and who returned 4000# to one of them because he did not find them entered on the consignment of the ships and thought therefore they belonged to him. If we are to believe these officers, the Americans have 64 vessels mounting from 10 to 36 guns, most of which are cruising off the Eastern part of the Newfoundland bank. They form their crews there. They stop all fishermen and sink the vessels. They find men easily because they treat them well and they may rely upon them because it is not in their interest to be caught by the English, besides their fondness for looting. &ca.

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[1] AMAE, Correspondance Politique, Angleterre, vol. 517, LC Photocopy.

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27 Aug.

London Chronicle, SATURDAY, AUGUST 24 TO TUESDAY, AUGUST 27, 1776

London [August 27].

The *Pomona* sloop of war, Capt. ———, has taken a brig from Statia, said to be bound to Holland, and carried her into St. Kitts, the Captain and Mate are Americans, the Sailors Dutchmen. On board her some powder was found stowed among sugars, and sundry other articles for the Americans. One of the sailors being in liquor confessed they were bound to America and not to Holland.

28 Aug.

LORDS COMMISSIONERS, ADMIRALTY, TO NAVAL OFFICERS IN HOME WATERS[1]

The King having been pleased by His Order in Council of the 21. of August 1776, to order, require prohibit and command, That no Person or Persons whomsoever (except the Master General, Lieut General or Principal Officers of the Ordnance for His Majesty's Service) do at any time during the space of three Months, to commence from the 23d day of the Month abovemention'd, presume to transport into any parts of this Kingdom, or carry Coastwise any Gunpowder, Saltpetre or any sort of Arms or Ammunition, or ship or lade any Gunpowder, Saltpetre or any sort of Arms or Ammunition, on board any Ship or Vessel, in order to transporting the same beyond the Seas, or carrying the same Coastwise, except in the cases comprized within His Majesty's Orders in Council of the 13th and 27th of October, & the 6th and 22d of November 1775. and of the 5th & 19th of February last, without leave or permission in that behalf first obtained from His Majesty or His Privy Council, upon pain of incurring and suffering the respective Forfeitures and Penalties inflicted by an Act pass'd in the 29th Year of His late Majesty's Reign intituled "An Act to empower His Majesty to prohibit the exportation of Saltpetre, and to enforce the Law for empowering His Majesty to prohibit the exportation of Gunpowder, or any sort of Arms and Ammunition; and also to empower His Majesty to restrain the carrying Coastwise of Saltpetre, Gunpowder, or any sort of Arms or Ammunition" We send you herewith a printed Copy of His Majesty's said Order in Council of the 21st August 1776, and do hereby most strictly require and direct you to use your best endeavours to intercept, seize, and bring into Port during the time therein specified, all Ships & Vessels whatsoever having on board Gunpowder, Saltpetre or any sort of Arms or Ammunition, in order to transporting the same beyond the Seas or carrying the same Coastwise, without leave or permission in that behalf first obtained from His Majesty or His Privy Council, except in the cases comprized within His Majesty's abovemention'd Orders in Council of the 13th and 27th of October and 6th and 22d of November 1775. and of the 5th and 19th of February last printed Copies of which are also sent you herewith; and also excepting such Ships and Vessels as shall be laden with Gunpowder, Saltpetre, Arms or Ammunition for His Majts Service, by the Master General, Lieut. General or Principal Officers of the Ordnance. Given &c. the 28th August 1776

To The respective Flag Officers
Captains & Commanders of His
Majts. Ships and Vessels.

Sandwich H. Penton H. Palliser

By &c. G. J.

See the List on the other side[2]

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[1] PRO, Admiralty 2/101, 288–91.

[2] The order was addressed to Vice Admirals Sir James Douglas and John Amherst, at Portsmouth and Plymouth, respectively, and to sixty captains and commanders based on the naval ports in England and Ireland.

Lords Commissioners, Admiralty, to Lord George Germain[1]

My Lord, Admiralty Office 28th Augt 1776

Your Lordship having in your Letter of the 24th Instant acquainted us that you have signified to the Master General of the Ordnance His Majesty's Commands that no Ordnance or Stores should be sent to America onboard any Vessel that did not sail with Convoy, and was not sufficiently manned & armed to defend herself against any of the Rebel Cruizers in case of Separation from the Convoy;[2] and Your Lordship having at the same time inclosed to us, by His Majesty's Command, a Copy of the Letter you have received from Lord Townshend, and an Extract of one which you have received from Lord [Jeffrey] Amherst, in consequence thereof, and signified to us His Majesty's Pleasure, that we should take the same into our Consideration, and acquaint Your Lordship, for His Majesty's Information, whether what is therein proposed can be complied with consistent with the other important Services under our Direction: We have in obedience to His Majesty's Commands maturely considered the Propositions contained in the Copy & Extract of the Letters abovementioned, Vizt

1st, That Ordnance Stores of the most interesting nature be conveyed to the Place of their Destination in America in Forty Gun Ships, for which Purpose two or four might probably be sufficient; or

2dly, That the Master General of the Ordnance be empowered to hire or build Ships of greater force than seems at present to be understood to be within his Department, to be fitted with close Quarters and with a proper Number of Guns & Men, in which case it is represented to be necessary to take Guns from the Naval Stores to be replaced as soon as possible.

With respect to the first Proposition We are to acquaint Your Lordship, for His Majesty's Information, that all His Majesty's Ships of forty Guns are now employed in America, except the *Launceston* which is condemned & can never go to Sea.

That if His Majesty had more Forty Gun Ships, or other Frigates, than what are now employed, they would all be wanted for the Protection of the various Branches of Trade, and for carrying on the American War; which, by what now appears to us, requires as many Frigates as the late War with France & Spain.

That if Men of War were fit to carry out Stores of any kind, they would of course be employed in our own Department for that Purpose, for Provisions & Stores; but as this Method is not practiced by us, from our Knowledge that it would be perverting them from their proper use as Ships of War; we must, in the strongest manner, represent to His Majesty against their being employed in any other Department.

With respect to the second Proposition, we are not competent Judges of the Expediency of building Ships by the Ordnance, unless it was intended that they should be built in His Majesty's Yards; which we must object to, as there is as much Business in hand in the several Yards as can possibly be executed by all the Artificers that can be procured; but we humbly conceive that the Ordnance may procure armed Ships, more suitable for the purpose of carrying Stores than Men of War; as has been done by that Branch of His Majesty's Government which has taken care of the Victualling of the Army in America.

And as to the employing the Guns, appropriated to the Service of the Navy, to other purposes, we humbly apprehend, that the Ordnance is to furnish Artillery, not only for all the Ships actually on the List of His Majesty's Navy, but for such as may hereafter be added thereto upon any Emergency, and that as we have ordered many new Ships to be built, it will be attended with very fatal Consequences if their Guns are not in readiness for them. We are &ca.

Sandwich H Penton H Palliser

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1. PRO, Colonial Office, 5/259, 99–102.
2. This agitation for greater protection of ordnance vessels probably resulted from capture of the powder ship *Hope* by James Mugford, in Washington's schooner *Franklin*. See Volume 5.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN JOHN LEWIS GIDOIN, H.M.S. *Richmond*, SPITHEAD[1]

Mellish
King George

Whereas it is of great consequence to His Majestys Service that the Transports named in the Margin, the former being laden with Cloathing, the latter having on board Recruits for His Majts Regiments of Foot in Canada should be safely convoyed to Quebec, You are hereby required & directed to take the said Transports under your Convoy & proceed to Sea with the first opportunity of Wind & Weather & make the best of your way with them to Quebec accordingly taking all possible care yourself & giving the most positive Orders to their Masters respectively that they do not loose Company with you. And whereas we have directed the Navy Board to appoint Mr Horsenail a Midshipman of the Navy to go on board the *Mellish* with Instructions to superintend the navigating her to explain to her Master the Convoy Instructions & Signals, and in case of separation to Direct the Ships proceedings agreable to the Rendezvous & Orders you may give him & in conjunction with the Officer commanding the Troops put on board her, to assist in defending her against the Cruizers of the Rebels in case she should be attacked, You are farther required & directed to give Mr Horsenail such additional Instructions as you shall judge proper for the purposes aforementioned & to lend to the *Mellish* from the Ship you command a careful diligent Petty Officer to assist Mr Horsenail in executing the duty with which he is charged, which Petty Officer will be paid by the Navy Board an Allowance to make up his present Pay equal to four Shillings a Day from the time he shall be so employed.[2]

Having seen the said Transport Ships safe to Quebec you are to make the best of your way to join Vice Adml Lord Howe at Sandy Hook, or wherever you may learn his Lordship is, and upon joining him deliver the inclosed Packet to him & follow his orders for your further proceedings.

Given &c 28th Augt 1776[3]
By &c PS
J. Buller H. Penton H. Palliser

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1. PRO, Admiralty 2/101, 281–82.
2. It is interesting to note that the *Mellish* was the first ship to whom the Lords of the Admiralty sent a midshipman and a petty officer for additional protection against rebel cruisers, and became the first ship, so reinforced, to be taken by one of the said "rebel cruisers," the Continental ship *Alfred,* Captain John Paul Jones. Before sailing the master of the *Mellish* had made an affidavit "to defend her in case of being attacked." *Ibid.,* 106/2594.
3. Similar orders were sent this date to Captain James Feattus, H. M. Sloop *Vulture* at Spithead, to convoy storeships and victualers to Halifax and then report to Admiral Howe at New York. Convoy was also to include H. M. Sloop *Hunter. Ibid.,* 2/101, 284–85.

"Extract of a Letter from Bourdeaux, Aug. 28."[1]

The *Count de Marbeuf,* Capt. Lochee, from Martinique, who is arrived in the Garonne, spoke on her passage with an American privateer, which had a prize in company. Three gentlemen and a lady from on board her, by leave from their captors, took a passage to Europe with Capt. Lochee, and are safe arrived here. Four English sailors also, with the master of the prize, were suffered to come home in the *Count de Marbeuf,* the privateer having more prisoners than she could well manage, and being on that account glad of the opportunity to getting rid of them. The gentlemen and lady are sent out for Paris, as is the master of the ship, which I think they say came from Antigua, and the sailors mean to take a passage home in a sloop lading here for London.

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1. *London Chronicle,* September 10 to September 12, 1776.

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29 Aug.

"Extract of a Letter from Lord Geo: Germain to Lord Viscount Townshend Dated 29th August 1776."[1]

I am Commanded by the King to signify to your Lordship His Majesty's Pleasure that you do direct the Board of Ordnance to provide such Armed Ships, for the Conveyance of Ordnance and Ordnance Stores to America, as their Lordships suggest to be the most suitable for the purpose in like manner as has been done by that Branch of His Majesty's Government, which has the Charge of Victualling the Army in America, taking especial Care that no Ship be employed in this Service that is not provided with at least 12 Carriage Guns 9 and 6 Pounders, and a Complement of Men equal in Number to Three to each Gun; That Accommodation be made for the Reception of a Party of Recruits; That She sail with Convoy, and that it be stipulated in the Charter Party, that two Naval Officers be received on board, who are to direct her Course, and regulate her Proceedings.[2]

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[1] PRO, Admiralty 1/4012.

[2] Accompanying this letter is an undated memorandum entitled: "Extract of Contracts for Armed Ordnance Transports." It reads:

> The *Lord Townshend* to be fitted to carry not less than Twenty 9 Pounders and 6 Six Pounder Carriage guns to have 3 Men to a Gun —
>
> The *Lord Amherst* to be fitted in the same manner.
>
> The *Unity* to be fitted to carry 2 – 9 Pounders. 12 – 6 Pounders – 3 Men to a Gun
>
> The *Richmond* to be fitted to carry 2 – 9 Pounders & 10 – 6 Pounders – 3 Men to a Gun
>
> Sixty Rounds of Powder & Shot allowed for each Gun.
>
> Two Naval Officers to be received and accommodated on board each Ship who are to direct the Course of the Ships and Regulate the proceedings during the continuance of the said Ships in His Majesty's Service.
>
> That in case the said Ships shall during their Continuance in His Majesty's Service be Attacked by any of the Rebel Cruizers or Pirates that the Masters, & Men shall to the utmost of their Power Aid and Assist in Working and Defending the Ships against such Rebell Cruizers or Pirates.
>
> The Damage Sustained in Action to be paid for, and the Ships if Burnt, Taken or Destroyed, if shall appear to a Court Martial or upon any other Legal Examination that the Master & Men made the utmost Defence They were able, but not otherwise. –

30 Aug.

Public Advertiser, FRIDAY, AUGUST 30, 1776

London [August 30].

A Letter from Capt. Morgan of the *Unity* Transport, arrived at Halifax, says, " . . . Off the Isle of Sable, early in the Morning, we saw a Schooner, which seemed inclined to speak with us; about Noon she was only Half a Mile from us, when she fired a Shot to bring us too; she had hoisted no Colours notwithstanding she fired a Shot; we were surprized at this, and could therefore hardly think she was one of our armed Schooners, as the Officer would certainly know his Duty better; we accordingly brought too, but took Care also to get all the Soldiers up, and in Arms, and had them all ready under the Quarter-deck, and out of Sight; she ran under our Stern, and bade us strike to the Congress; on which having four Guns abaft, (all we had on board) we complimented her with a Couple; she then kept on our Bow, and seemed inclined to board us, our Soldiers immediately went forward, and gave them such a Discharge of small Arms, that she found she had caught a Tartar. I believe we killed them five Men at this Fire. She then shot a-head of us, in order, I believe, to consider what to do; the Determination was to leave us, which they did by steering away South, whilst we kept on for Halifax Harbour, not having suffered the least Hurt. The Schooner had ten Guns, and I believe upwards of fifty Hands.["]

A Gentleman is just arrived from Bermuda, and has brought with him a *Virginia Gazette,* which mentions, that the Goods of the West-India Ships, lately taken being sold, the Owners of the Privateers shared 5000 l. each, and each Sailor had for his Share 500 l. It also adds, that this great Success has infused into most a Spirit for Privateering; and they are fitting out a great Number, in Hopes of picking up many of the next West-India Fleet.

"Extract of a Letter from the Hague, Aug. 30."[1]

It is said that the States General having received information, that the English have again taken a Dutch vessel from St. Eustatia, under pretence of her being laden with ammunition, &c. for America; they immediately sent orders to the Charge d'Affaires from [*sic* at] the Court of London, to make the necessary complaints to the British government on that subject, that the above-mentioned prize be given up; and it is reported that their High Mightinesses have requested Sir Joseph Yorke to use his endeavours, that the said vessel be returned, and the owners indemnified for the loss they have sustained by its detention.

[1] *London Chronicle,* September 3 to September 5, 1776.

31 Aug.

"Extract of a Letter from Lancaster, Aug. 31."[1]

Arrived the *Portland,* Dickinson, from Grenada and St. Kitt's. She sailed the 7th of July in Company with 25 Sail under Convoy of the *Hinde* Man of War, who left them the 16th in Lat. 27.36, and on the 24th was taken by the *Diamond* of Rhode Island, mounting 6 Carriage and 2 wooden Guns,[2] and 32 Men: They took the Captain and first Mate from the *Portland,* and put on board her the Lieutenant of the Privateer and 12 Men belonging to the *Jane,* of Bristol, whom they had taken two Days before; the Privateer then went in Chace of two others. In the Night Mr. Dickinson and the second Mate took Command of the *Portland,* and brought her in here.

[1] *Public Advertiser,* London, September 5, 1776.

[2] Rhode Island privateer sloop *Diamond,* Captain William Chace.

"Extract of a Letter from Bristol, Aug. 31."[1]

Accounts were received Yesterday, that the *St. James,* of this Port, from Jamaica, that has been missing and was supposed to be foundered, was taken by a Provincial Privateer. The Privateer convoying her to an American Port, was closely pursued by the *Sphynx* Man of War, and to prevent the *St. James* being retaken, she ran her on shore. The Man of War secured the People and some Part of her Cargo, and then set fire to the Vessel, to hinder her falling again into the Hands of the Provincials.

[1] *Public Advertiser,* London, September 3, 1776.

Lords Commissioners, Admiralty, to Captain James Hawker, H.M.S. *Mermaid,* Spithead[1]

Cloathing Ships
Catherine
Richmond.

Navy Victuallers
Aurora
Neptune
Martha & Mary
Prince William
Newmarket
Two Friends
Thetis
Betsey
Venus
Union
Thomas & Betsy
Neptune (2d)
Samuel
Nancy
Lord Howe (late the *King of Naples)*

Whereas it is of the greatest consequence to His Majesty's Service that the two Ships named in the Margin, which are laden with Cloathing for the use of the Army under General Howe, & the fifteen Victuallers also named in the Margin, laden with Provisions for the use of the Fleet under the command of Vice Admiral Lord Howe, should be safely convoy'd to New York; You are hereby required and directed, as soon as the said Ships are assembled at Spithead to take them under your convoy and proceed to Sea with the first opportunity of Wind and Weather, and make the best of your way with them to New York accordingly, taking all possible care yourself, and giving the most possitive Orders to their Masters respectively, that they do not lose Company with you.

And whereas we have directed the Navy Board to appoint Lieut Henry Colins and Mr William Essington a Midshipman of the Navy to go on board the *Catherine* Cloathing Ship, Lieut Robert McEvoy & Mr Richard Rouse Mate of the *Experiment* to go on board the *Richmond* Cloathing Ship, with Instructions to superintend the navigating them, to explain to their Masters the Convoy Instructions and Signals, and in case of separation to direct the Ships proceedings agreable to the Rendezvous and Orders you may give them, and in conjunction with the Officers commanding the Troops put on board them, to assist in defending them against the Cruizers of the Rebels in case they should be attack'd; You are hereby further required and directed to give Lieuts Colins & McEvoy such additional Instructions as you shall judge proper for the purposes aforemention'd.

Having seen the said Ships in safety and joined Vice Adml Lord Howe at New York, you are to deliver the inclosed Packet to his Lordship & put yourself under his command, and follow his Orders for your further proceedings

The *Elephant* Storeship commanded by Lieut Benjn Bechinoe which is lading Naval Stores in the River for the use of the Fleet under the command of Vice Adml Lord Howe, being intended to proceed in Company with the *Mermaid* to New York, in case she can be got round to Spithead before you are ready

[to] sail from thence, you are to take the said Storeship under your command (Lieut Bechinoe being directed to obey your Orders) in case she arrives at Spithead in time, but you are not to wait for her after you are ready to sail.[2]

And in case there should be at Spithead any other Ships or Vessels than those beforemention'd bound to North America whose Masters are ready & willing to accompany you, you are to take them also under your Convoy and see them in safety as far as your way and their's may lay together. Given &c. the 31t Augt. 1776.

Sandwich H. Penton H. Palliser

By &c.

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1. PRO, Admiralty 2/101, 292–93.
2. Lieutenant Benjamin Bechinoe, H. M. Storeship *Elephant,* was directed to await further orders at Spithead if upon arrival he found that the *Mermaid* and convoy had sailed. *Ibid.,* 297.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE[1]

My Lord 31st August 1776

My Lords Commissioners of the Admiralty having received three Letters from Captain Douglas of the *Isis* dated at Quebec the 24h and 25h of May, and 27th of June last, giving an account of the appointment of officers which he had made to His Majesty's Ships in the River St Lawrence since those mentioned in his Letters of the 8h and 15h of May[2] (a Copy of my answer to which has already been sent to your Lordship) I am commanded by their Lordships to send you herewith Extracts of so much of the three first mentioned Letters as relate to the appointments aforementioned, and to acquaint you that my Lords are pleased to leave it to your Lordship to confirm those appointments (except that which has been made upon the absence of Lieutenant McEvoy who is to return to the *Isis)* or to appoint such other Persons in their room as your Lordship shall judge proper. I have the honor to be &c

P: S:

P: S:
I had almost forgot to acquaint your Lordship that my Lords have promoted Lieut Fooke (mentioned in Captain Douglas's Letter of the 24th of May) to be Commander of the *Favorite* Sloop. P: S:

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1. PRO, Admiralty 2/552, 478–79.
2. For Douglas' letters see Volumes 4 and 5.

LORDS COMMISSIONERS, ADMIRALTY, TO VICE ADMIRAL CLARK GAYTON [1]

Whereas you have represented to Us by your Letter of the 2d July last, that the *Racehorse* Sloop which you had then purchased, and a Brig which you had then order'd to be purchas'd, in consequence of our Order of the 14th Feby last, are very fine Vessels and capable of being employ'd as Sloops bearing a Master & Commander; You are therefore hereby required and directed, to employ them as Sloops instead of Cutters (We having directed them to be register'd as such, on the List of the Royal Navy, the former by the Name of the *Racehorse,* and the latter by that of the *Badger,* with a complement of eighty Men each) and you are to appoint a Commander, a Lieutenant, and Warrant Officers, and to order a Complement of eighty Men, including the said Officers, to be borne on each of them accordingly. Given &c. the 31t Augt 1776.

Sandwich H. Penton H. Palliser

To Clark Gayton Esq.
Vice Admiral of the White & Commr
in Chief of His Majts Ships & Vessels
at Jamaica By &c. P.S.
By Express 4th Septr
Duplicate, Sent to Mr Benjamin at Deal, to go by the first Ship from the Downes 8th Septr sign'd } Sandwich
C. Spencer
H. Palliser

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1. PRO, Admiralty 2/101, 295.

London Chronicle, THURSDAY, AUGUST 29 TO SATURDAY, AUGUST 31, 1776

London [August 31].

The *Mary,* Capt. Morvile, from Tortola for Liverpool, with sugar and rum, was taken about the 26th of July last, in Lat. 31, by an American privateer, mounting 12 guns, and 120 men, who put some of her people on board, and sent them with the above ship to Rhode Island.

LIEUTENANT ST. ALBAN ROY, R.N, TO COMMODORE GEORGE MACKENZIE [1]

Copy *Mars* Sheerness 31st Augt 1776

Sir I am to acquaint you that upon mustering the American Prisoners this Morning Henry Johnson the Master of the Privateer [*Yankee*] was found missing; and whether he has swam on shore or been drowned in the Night, I can not pretend to account for, as no Boat belonging to the Ship was out, or any Boat been near the Ship since mustering them last Night at 9. oClock. I am &c.

St Albn Roy
2d Lieut *Mars*

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1. PRO, State Papers, 42/49, 81c.

Ships Engaged by the British Ordnance Department for America[1]

Ships Engaged 31 August 1776 for America and the West Indies –

For What Places	Ships names	Tons Burthen	No of Sailors at 7 to 100 Tons	Extra Sailors to Make 5 P Gun	Number of Recruits	Number & Nature of Guns –
						No
Jamaica & Pensacola	*Unity*	450	32	16	70	2 – 9 Pounders 14 – 6 Pounders
Antigua	The *Priscilla*	380	28	8	60	2 – 9 Pounders 10 – 6 Pounders
Ceded Islands	*Aston Hall*	370	26	10	60	2 – 9 Pounders 10 – 6 Pounders
Halifax	*Nottingham*	272	18	18	40	2 – 9 Pounders 10 – 6 Pounders
Ditto	*Richmond*	350	25	11	50	2 – 9 Pounders 10 – 6 Pounders

Office of Ordnance

[On reverse]

Since these is Engaged
The *Townshend* formerly the *Salisbury* an East India man – Mounts 20 .. 9 Pounders .. & 6 .. 6 Pounders, can take from one to two hundred .. this was the only ship of such force to be had on any terms Recruits besides

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[1] PRO, Colonial Office, 5/162, 329.

Gabriel de Sartine to M. d'Argout [1]

Versailles [31] August 1776[2]

I have received, Sir, your letters Nos. 119 and 122 dated 31 July[3] and 7 August in which you reported the engagement in sight of St. Pierre Road between H.B.M. frigate *Shark,* Captain Chapman, and the American corvette *le Reprise* [*Reprisal*] Captain Lambert Wickes, as well as the request made to you by M. Chapman to the effect that the King's frigate be allowed to seize the Bostonian frigate in St. Pierre Road. His Majesty to whom I reported this matter approved your refusal and the reply you made to Vice admiral Young. The King is convinced that in all cases you will uphold with the same dignity the honor of his arms and that you will never tolerate any violence or insults towards a vessel which would have requested the protection of the forts of the Colony whose command was entrusted to you, or which would be anchored under the protection of the guns of the said Colony or sailing within their range.

But His Majesty, while wishing to protect the right of sanctuary in his ports and roads, does not intend to favor openly the Insurgents in such a pointed way that it would provoke objections on the part of Great Britain: consequently, His Majesty disapproves the assurance you gave to M. Bingham, deputy of the Secret Committee of Congress, that you would support as much as it was within your power the interest of the Insurgents. You believed that you were justified to do so because of the instructions which M. [Thomas] Dorves, Captain of *l'aigrette,* had been ordered to communicate to you. But there is nothing in these orders that could warrant stretching their meaning as you did, Sir; you did not grasp the spirit of the Instructions. I directed therein the Commanders of His Majesty's frigates to grant the protection of the Flag to the Insurgent Vessels that would come and request it: it is the law of Nations and the right of Sovereigns; but the said Commanders are enjoined by the same Instructions not to move in any way towards the Insurgent Vessels, but to wait until circumstances brought them close enough so that they could ask for the King's protection and not to facilitate through their own manoeuvres those which the said Vessels might make in order to approach His Majesty's ships. You can see, Sir, that these Instructions do not show that His Majesty wishes to support the Insurgents openly; the King is only determined not to tolerate any attempt against the respect to which his Flag is entitled. These Instructions therefore do not authorise you to promise the envoy of the Secret Committee of Congress that you will support with all your power the interest of the Insurgents; by following these Instructions to the letter, you were merely to dissimulate the trade negotiations that this person might have opened, and by grasping the spirit behind these Instructions you were to facilitate secretly as much as it was within your power, but without making any formal declarations to the envoy, the various items which the congress had requested. You must adjust your line of conduct towards the Insurgents, Sir, according to this principle and avoid provoking the objections that Great Britain would have a right to make if His Majesty granted open protection to the Insurgents and supplied them with assistance in order to strengthen their resistance.

Since you have not sent me, Sir, the copy of the reply you made to the envoy of Congress, I suppose[4] that it was made by word of mouth only and that it will be easy to have him look upon the drawing which he will be able to make at Martinique of the items requested by Congress as a trade operation from Nation to Nation and not as an open assistance which France is granting to the Insurgents.

His Majesty has chosen, Sir, to impute to an excess of zeal the positive assurances which you gave to the envoy thinking it was in your power to do so. The King recommends that you use great circumspection and counts no less on our caution and firmness. I have the honor to be with sincere attachment &c.

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1. AN, Marine, B ^{4}, 134, 110–11, LC Photocopy.
2. The date is approximated. A letter dated August 7, from Martinique, could scarcely have reached Versailles any sooner than the end of August.
3. See Volume 5, 1317–19.
4. In the margin Sartine added, "I hope."

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1 Sept. (Sunday)

STATEMENT OF BENJAMIN ALMY, FIRST LIEUTENANT OF THE RHODE ISLAND PRIVATEER SLOOP *Diamond*[1]

Benjamin Almy Aged 51 & upwards born at Newport Rhode Island first Lieutenant on board the *Diamond* Sloop Privateer belonging to Providence William Chase Captain Mounted 8. 6 four Pounders & 2. 3 Pounders 10 Swivells & 44 Men, went to Newport to fit out sailed from thence the 12th July, the 22d took the Ship *Jane* of Bristol loaded with Sugars from Dominica in Lat. 33.21. Met with the *Portland* the 24th in Lat:33.20 came up with the *Portland* the Morning of the 24th about Eight, Haled her when she struck. The Privateer had then about 32 or 33 Hands on board – Almy was put on board with about 13 or 14 Bristol Men with directions to give Chace to Leeward after the Privateer which was in Chace of 5 Sail to the Leeward Believe they might see the Privateer next Morning but not certain when the Crew thought they were out of the way of the Privateer they determined to sail for England and he submitted to it.

Benj^a Almy[2]

[Lancaster] 1st Septr 1776

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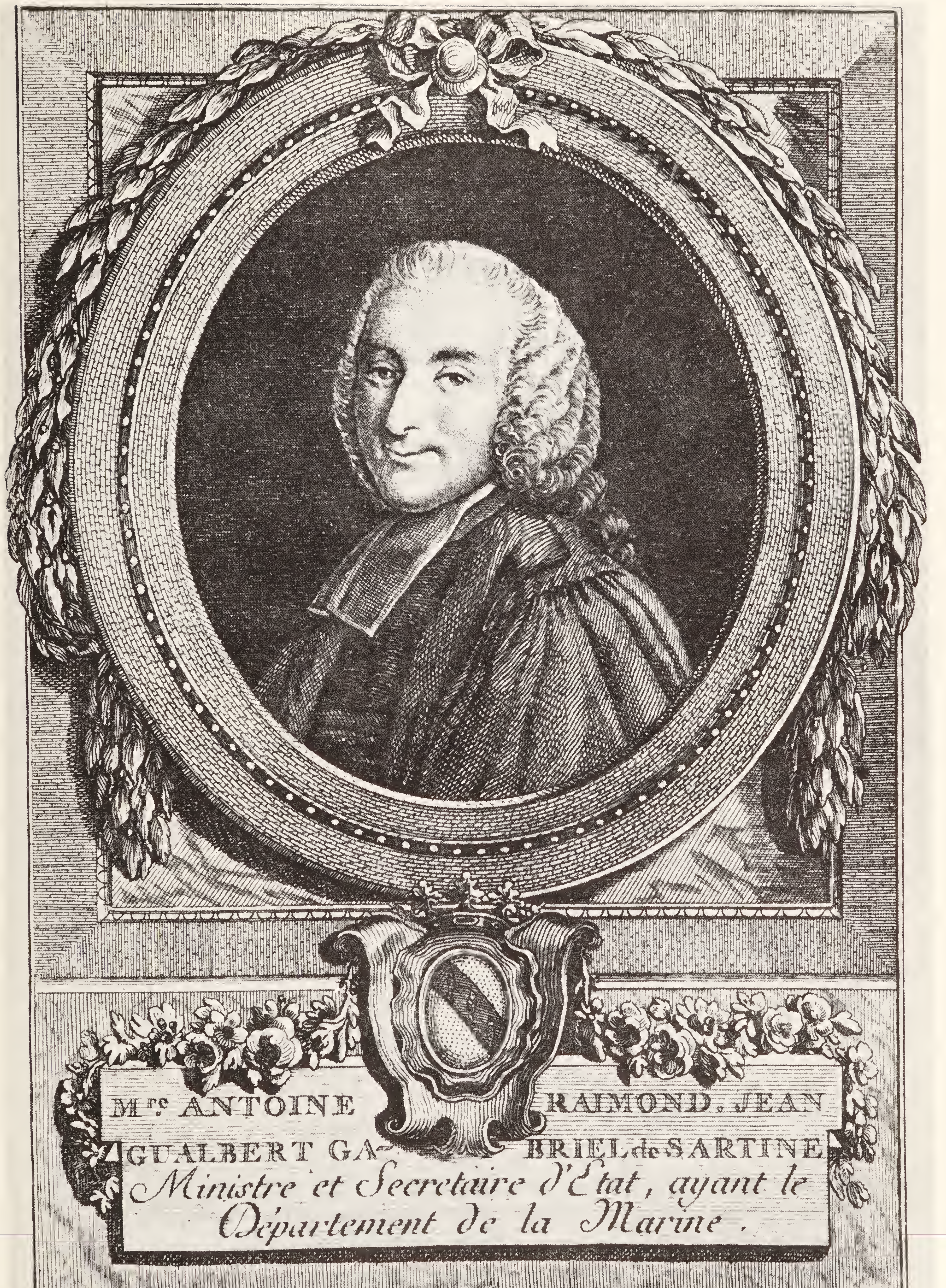
1. PRO, State Papers, 42/49, 82c.
2. Philip Stephens was advised this date that prize master Almy "is now in safe Custody in his Majts Goal the Castle at Lancaster." *Ibid.,* 82b.



Mre ANTOINE RAIMOND, JEAN
GUALBERT GABRIEL de SARTINE
*Ministre et Secretaire d'Etat, ayant le
Département de la Marine.*

Le Beau Sculp.

2 Sept.

MARYLAND GOVERNOR ROBERT EDEN'S REPORT[1]

London, September 2. Governor Eden arrived in London from Maryland, but last from Virginia, which he left on the 6th of August. He came in a transport.

Baltimore is fortified with 60 pieces of cannon, 9 pounders. Almost every town is fortified.

The Virginia convention desired the Maryland convention to seize the person of Governor Eden. The Continental Congress requested they would send him to them. Instead of complying with either, they desired the Governor would go on board one of the King's ships; and the president of the convention, and others, attended him to the water side. He went on board the *Fowey.* While the ship was lying off the coast, some persons of the province went on board her also. The Convention desired the Captain to send those persons ashore. He said they had taken refuge on board his ship, and therefore he could not: upon which the convention declared the truce was broken, and detained a part of Governor Eden's baggage, which had not been put on board with him. Their delegates in the Continental Congress, who had been instructed to vote against independency, and having so voted, had withdrawn from the Congress, were desired to return to the Congress, and act as they thought best for the interest of their country. They accordingly returned to Philadelphia, and acceded, in form, to the vote of independency.

[1] Almon, ed., *Remembrancer,* III, 261.

Public Advertiser, MONDAY, SEPTEMBER 2, 1776

London [September 2].

The *Reward,* Bailie, from Tortola to London, was taken by an American Privateer near Bermudas: The Captain and Passengers were landed at Bourdeaux.[1]

[1] Taken by the Pennsylvania privateer *Hancock.* See John Langdon to Bayard, Craig & Co., August 7, 1776.

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4 Sept.

London Chronicle, TUESDAY, SEPTEMBER 3 TO THURSDAY, SEPTEMBER 5, 1776

London [September 4].

By advices from Naples we learn, that the court has given orders to the maritime places throughout that kingdom for all American ships, which shall attempt to anchor in their ports, to depart in forty-eight hours, and forbidding all Neapolitan vessels from trading under any pretence whatsoever to any part of America; at the same time to furnish all ships belonging to his Britannic Majesty that should come near their ports with what provisions or any other things they may be in want of.

LORD STORMONT TO LORD WEYMOUTH[1]

[Extract]
Secret Paris September 4th 1776.

. . . The Naval Preparations certainly continue, and as I am informed, a Resolution is taken, to send a Fleet into the french West Indies early in the Spring M. Dennery, who was upon the point of leaving St Domingo, when he received orders to remain there another Year, has consented to stay. Your Lordship knows, that he is a Man of Ability, and of an active, enterprizing Spirit, and much connected, with that Party, whose Intentions are so hostile to us.

I learnt the other Day, that there is an officer now at la Rochelle, called Chambel, or some such name, who during M de Choiseuils Ministry, was sent several times by him to North America. He is a Protestant and has L'ordre du Merite. as he has no Business at Rochelle, it is very poisible, that he meditates a nother Journey to America. By the account I have of him, he is a dangerous Man, and was employed as such, by the Duke of Choiseuil, who not only foretold all the Troubles in America, which he prides himself up[on], but contributed all he could, to the accomplishment of his Prediction. . . .

[Endorsed] Paris 4 Septr 1776 Lord Stormont (No 70) Secret R by Express from Dover one Inclosure

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[1] PRO, State Papers, 78/299.

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5 Sept.

PHILIP STEPHENS TO VICE ADMIRAL CLARK GAYTON, JAMAICA[1]

Sir 5h September 1776

Lord George Germain, one of His Majesty's Principal Secretaries of State having acquainted my Lords Commissioners of the Admiralty that the *St Andrew,* Captain McMe[is], and, the *Mangam* Captain McKenzie two Merchant Ships belonging to Messrs. Clark and Milligen laden with ammunition and Goods suitable for the India Trade, are ready to sail from hence for Pensacola, but in their way thither are to touch at Jamaica; and it being apprehended that the latter part of the Voyage will be attended with their greatest danger from the Rebel Cruizers his Lordship hath desired you may be apprized of the great value and Importance of these Ships, and that you might be instructed to afford them such Convoy from Jamaica to Pensacola as the Service committed to your direction will allow of; I have it in command from their Lordships to acquaint you with the Substance of Lord George Germain's said Letter, and to signify their direction to you to appoint a sufficient Convoy to see the said two Ships in safety from Jamaica to Pensacola accordingly I am &c

P: S:

By the Packet

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[1] PRO, Admiralty 2/552, 488–89.

Philip Stephens to Captain Charles Douglas, R.N.[1]

Sir 5h September 1776

I have this Day received and communicated to my Lords Commissrs of the Admiralty your Letter of the 21st of July last, giving an account of your proceedings from the 27h of June to that time, and in return I have the satisfaction to acquaint you their Lordships approve thereof.

As the *Beaver* Sloop could not be got ready in time to proceed to Quebec this Season, their Lordships have judged it expedient to appoint another Captain to her in the room of Captain Nunn, but as they observe by your Letter of the 27h of June that you have ordered him to command upon the Lake Ontario, they are pleased to direct me to send you the Commission which they had signed for him to be Commander of the *Beaver,* which you will please to deliver to him, as it establishes him in the rank of Commander and will enable him to carry on the Service abovementioned with greater authority; a Service on which their Lordship's approve of his being employed so long as it may be necessary, or, until Lord Howe may think proper to order him to return to England. I am &c

P: S:

Capt Douglas, *Isis,* Senior Officer, Quebec.
(By the *Richmond*)

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[1] PRO, Admiralty 2/552, 492.

Sir John Hart to Thomas Farr[1]

Sir, Lisbon, Sept. 5.

I think it proper to acquaint you, that a North American privateer sloop is now cruising on the coasts of this kingdom; she has already taken on the 1st instant, at a few leagues N.W. of cape St. Vincents, the brigantine *Mary and James,* of London, last from Falmouth, with a rich cargo, and sent away the captain with six of his men, who landed at Setuval and bring this account. They learned farther from the privateer's people, that four other American privateers were now at sea between the Western Islands and Portugal; that she had already made on these coasts five other prizes; and proposed, with a rashness that will not I trust go unpunished, to try a cruize on the Mediterranean coasts of Spain.

I send you this advice, to the end you may take the best precautions in your power for the security of the British trade within your jurisdiction; and am, Sir, [&c.]

John Hart.

P. S. It appears by express just received from Algarve, that of the masters of the vessels taken, three of them put on shore at Algarve prove to be as follows: Gregory Potbury, of the brig *Sarah Anna,* from Exeter for Gibraltar and Malaga; William Carter, of the snow *Lively,* from Chester for Genoa; Wm. Davis, of the brig *Good Intent,* from Newcastle for Gibraltar.

The Guinea vessel blown up was the *Africa,* of Bristol, Capt. [John] Baker.

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1. *London Chronicle,* September 26 to September 28, 1776. Hart was Consul General at Lisbon, Farr was Mayor of Bristol.

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6 Sept.

Diary of John Bragg of Whitehaven, England[1]

9mo: 6: [17]76 Henry Fleming arrived from Virginia with a Vessel & crew, passengers, &c — all being banished out of that Country that durst pretend to be friends to Government — his only Child died on the passage had 31 days passage

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1. WPL.

Lord Sandwich to George III[1]

Admiralty Sept 6. 1776.

Lord Sandwich has the honour to inform your Majesty that finding no trace of the *Glasgow* transport in this office, (except one of that name that could not possibly be with Sir Peter Parker) he desired Sir Hugh Palliser to write to Captain Hope for what information he could give relative to the vessel that was taken by the Rebels in Carolina.

Lord Sandwich takes the liberty to trouble your Majesty with Sir Hugh Pallissers note covering Capt: Hopes answer, by which it seems plainly to appear that the Company of Highlanders taken in the *Glasgow* did not belong to any Regiment in your Majesty's service.

Since writing the above Lord Sandwich has found a list of transports (which he sends herewith) in which the *Glasgow* Packett is named, and appears to be hired in America, & to have gone to the Southward with General Clinton; and Captain Hope is this moment come to Ld Sandwich & tells him, that the company was, he is pretty sure, raised by General Clinton, commanded by a Mr Campbell, & composed chiefly of some Americans that were taken at Sea by the *Syren* man of war, and some deserters, & that he is positive they belonged to no Regiment.[2]

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1. Fortescue, ed., *Correspondence of George III,* III, 390.
2. According to the *Public Advertiser,* March 12, 1776, when General Clinton sailed from New York in February he was accompanied by two transports, "the *Kitty,* Thompson, of Liverpoole, and *Glasgow* Packet, Potterfeild; the former with Regulars, and the latter with Recruits." Captain Charles Hope, R. N., who arrived in London, August 21, with dispatches from Sir Peter Parker, was the officer who cleared up the mystery for Lord Sandwich, *ibid.,* August 26, 1776.

Philip Stephens to Vice Admiral Molyneux Shuldham[1]

My Lord [Admiralty Office, London] 6th Septr 1776

I am to acknowledge the receipt of your Lordships Letters of the 6 & 8 July, the former enclosing the Disposition of the Squadron under your Command & the State & Condition of those Ships from which You had been able to collect them – the latter giving an account of your arrival at Staten Island on the 3d of that Month with the Ships, Transports, Victuallers & Storeships under their Convoy & of your having disembarked the Troops under the Command of General Howe without Opposition or Interruption both which Letters I received & have communicated to my Lords Commrs of the Admty.

I am also to acquaint your Lordship I received your letter without date[2] from Staten Island enclosing a Copy of a Letter you had received from Captn Bellew of the *Leverpool* & informing their Lordships of your having appointed Mr Rd Hinchley 2 Lieut of that Ship in the room of Lieut Boger taken Prisoner by the rebels. I am &c

P S

By the *Mermaid*

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1. PRO, Admiralty 2/552, 502.
2. *Ibid.*, 1/484, a copy of the letter dated July 6, 1776. For Shuldham's letter see Volume 5.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE[1]

My Lord 6 Sept 1776

My Lords Commrs of the Admty having been informed that there are three American Vessels at Bourdeaux loading with Arms, Salt Petre & Cloathing for a Considerable Number of Men, two of which will be ready to sail in October & the other in Novembr for America & that one American Vessel sailed from Bourdeaux about three Weeks agoe with the like Cargoe, & was to touch at Bermuda for intelligence, and it is supposed will send her Cargoe from thence to the Continent in small Vessels; And their Lordships being also informed that the Continental Congress will have at Sea 22 Frigates from 44 to 20 Guns in the course of the ensuing Winter which are to cruize in Squadrons, and range about the West India Islands;[2] I am commanded by their Lordships to acquaint you therewith, And, as the intercepting the four ships abovementioned wou'd greatly distress the Army of the Rebels & hurt their Credit, to recommend it to your Lordships to station some of the Ships of your Squadron in such manner as you may Judge most likely to answer that end, & also to find out, if possible whether the Intelligence respecting the Rebel Cruizers is well founded, And if it is, to use your best Endeavours to take or destroy them. I am &c

P S

By the *Mermaid*

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1. PRO, Admiralty 2/552, 499–500.
2. *Ibid.*, 495, similar alerts about Continental frigates were sent to Admirals Gayton at Jamaica and Young at Antigua.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG[1]

Sir 6 Septr. 1776

I have communicated to my Lords Commrs of the Admty your Letter of the 1st July last,[2] informing them of the Death of Robt Christian Esqr late Judge of the Vice Admty of Antigua; & recommending Edward Byam Esqr of that Island to succeed him in that Employment; And I am commanded to acquaint you that their Lordships have been pleased to appoint Mr Byam accordingly. I am &c—

P S

Vice Adl Young at Antigua — Sent to Mr Benjamin at Deal to forward by the first ship.
Duplicate by the Packet 3d Octr 1776

[1] PRO, Admiralty 2/552, 496–97.

[2] See Volume 5, 868.

M. GARNIER TO VERGENNES[1]

[Extract] London 6 Sept 1776

. . . in the ports, work is proceeding with the utmost haste on the construction, repair and outfitting of the vessels whose commissioning has been ordered. The number of these last has just been increased by three ships of 74 guns, to wit, the *Invi*[*n*]*cible,* the *Elizabeth,* and the *Prince of Wales.* The Admiralty's order specifies that they are to stand guard duty in the ports. Since ships of this firepower can be directed only against us, the only question remaining to be answered is whether these preparations are offensive or defensive: that is, whether England is merely keeping pace with her neighboring powers. You, Monseigneur, are inclined to the latter hypothesis; and I confess that I too shall be so inclined, so long as I do not see impressment put into effect. If this measure is used, I shall be convinced that these people are no longer bluffing and that we have really become their prime target. Thereupon I shall consider war inevitable and shall turn all my thoughts in that direction, rejecting all speculation to the contrary as useless and likely only to lead me into error.

I am keenly aware, Monseigneur, how important it would be for the King's Service to be informed in advance of the British Council's decision on this matter. I very much doubt that any firm one has as yet been taken; and the trouble is that in such cases, cause is swiftly followed by effect. Since the slightest rumor of impressment causes all seamen to take flight, the Government is always extremely careful not to reveal its intention. Very little time is required to have orders signed by the principal magistrate of each locality and to prepare some lighters or other small vessels suitable for carrying them out; proclamation and execution are performed at one and the same time. At sea, even this formality is unnecessary. Under Admiralty orders, the King's ships simply stop merchant vessels and seize most of their crews. . . . But neither should we think that impressment will take effect quickly enough to provide any great attack forces here. Although the secrecy of the operation may procure a large number of men at the outset, progress soon slows down when the alarm is spread. Furthermore, the fleets are never more poorly manned than by impressment, which always catches many more landsmen than mariners. The greatest source of manpower would be that of seamen from coaling vessels, who number about twelve thousand. But since the subsistence of London depends on them, they would not be taken except in dire extremity. . . .

There is in [Portsmouth] at present a fleet of 25 transport vessels, some for Halifax and some for Quebec. This fleet will sail with the first favorable wind, escorted by the frigates *Richmond* and *Mermaid* and the sloops *Vulture* and *Hunter.* In six weeks from now there will scarcely be a frigate fit for commissioning left in the ports. The same is true of corvettes. As soon as one is built, she is put into commission. The sloop *Dispatch* at Deptford, and one called the *Swift* at Portsmouth are cases in point. They are barely launched, and their commissioning has already been ordered. Despite the considerable number of these frigates and corvettes, which may be regarded as the Navy's light troops and which are all being employed in America, American privateers continue to capture prizes rather frequently. . . . I have no doubt that these privateers will appear in the Channel this winter and will make themselves very troublesome to English shipping.

1. AMAE, Correspondance Politique, Angleterre, vol. 518, LC Photocopy.

Public Advertiser, FRIDAY, SEPTEMBER 6, 1776

London [September 6].

Notice from the Admiralty is stuck up in Lloyd's Coffee-house, that the Leeward Island Fleet was to sail the 1st of August, and is to be convoyed to England by the *Argo* Frigate.

No Convoy is appointed for the outward-bound Ships to the West Indies, all of them having taken on board an additional Number of Hands and Guns, in order to defend themselves, should they meet with any of the Provincial Privateers.

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7 Sept.

LETTER FROM DUBLIN[1]

[Extract] Sept. 7

A Vessel belonging to this City arrived last Thursday from Antigua; the Master and Owner of which I am well acquainted with; the Master informed me, that, after he had left Antigua about four Days, he was chased by an American Privateer of 16 Carriage Guns, which Vessel soon came up with him; she proved to be the *Surprizal* of Philadelphia, Captain Weeks, Commander,[2] who obliged Captain Cathrow (the Name of my Friend) to come on board his Ship, and bring his Bills of Lading, Register, and several other Papers, by which it appearing the Vessel and Cargo were entirely Irish Property, the Master of the Privateer immediately discharged him without the smallest Injury.[3] I hope they may continue these Favours; it being by some thought incredible; the Master Yesterday made Oath before our Chief Magistrate of the Facts, which Affidavit I have just read.

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1. *Public Advertiser,* London, September 17, 1776.
2. The Continental ship *Reprisal,* Captain Lambert Wickes.
3. Almon, ed., *Remembrancer,* III, 268, provides another account of this incident:

> The *Dutchess of Leinster,* belonging to Dublin, arrived there from Antigua, Sept. 3, with rum, in six weeks and four days. The Captain says that in latitude 20, and longitude 60, he was chaced and boarded by the *Surprizal* privateer, belonging to Philadelphia, Capt. Weeks, of 16 guns; that being carried on board the privateer, on examining his papers, the vessel and cargo being found Irish property, the Captain of the privateer said, that he would not distress him, because he was sure the Irish would not distress them. After keeping him on board for about half an hour, he gave Him up the vessel and cargo, and wished him a safe passage. There were on board the privateer, Captain Robinson, of the *Neptune* of Irvine, from Antigua, with rum; a Captain belonging to London from Grenada; and a Captain belonging to Bristol, from St. Kitts, all prisoners, and their vessels sent to North America, because they were British property.

PHILIP STEPHENS TO THE BRITISH NAVY BOARD [1]

Gentn 7th September 1776

My Lords Commissrs. of the Admiralty having received a Letter from Sir Stanier Porten, Secretary to Lord Weymouth, respecting an application from the Sieur Havré of Havre, to Lord Stormont His Majesty's Ambassador at Paris, to be reimbursed the Expences incurred by the reception of 13 English Seamen on board his Ship the *Robust* Benoist Master, lately arrived at Havre, the said Men having been in a forcible manner put on board that Ship in her Voyage from Martinico by a Rebel Privateer called the *Rover* Captain Rosseter of Boston;[2] I am commanded by their Lordships to send you the said Letter with its Inclosures, and to signify their direction to you to take the same into your consideration, and to report what allowance you conceive it may be proper to make for the Subsistance of these Men, and in what manner it should be paid; and with your Report you will please to return the said Letter and its inclosures to &c

P: S:

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1. PRO, Admiralty 2/552, 510–11.
2. The Massachusetts privateer sloop *Rover,* Captain Simon Forrester.

PHILIP STEPHENS TO VICE ADMIRAL RICHARD LORD HOWE, NEW YORK [1]

My Lord 7h September 1776

In my Letter to your Lordship of the 23d of July by the *Perseus* I informed your Lordship of every occurrence necessary for your knowledge up to that time.

I have now the honor to acquaint your Lordship that my Lords thinking it might afford protection to the Homeward bound Trade from the West Indies if a Ship was stationed off the Island of Bermuda, have ordered Captain [Samuel] Clayton (who commands the *Camilla* in the absence of Captain [Charles] Phipps) to cruize off that Island for one Month for that purpose, and to look out for and to use his best endeavours to take or destroy any of the Rebel Cruizers that may infest those parts and at the expiration of that time to proceed to join your Lordship at New York, and she sailed from Plymouth under these Orders on the 20h of last Month.

The *Pembroke* and *Boulogne* which, as I have already informed your Lordship, have been fitted, the former as a Hulk, and the latter for Harbour Service at Halifax, sailed for that place from St Helens the 22d ultimo.

Mellish
Newcastle Jane
Catharine
Richmond

The four Ships named in the Margin have been taken up to carry out the Clothing for the Armies serving in North America; and it being of the utmost consequence to the King's Service that the said Ships should arrive in safety at the places of their respective destinations, My Lords have ordered them to be manned and armed that they may defend themselves in case they should by accident lose their Convoy and be attacked by any of the Rebel Cruizers And for their greater security an Officer and 20 Soldiers are embarked on board each of them. Their Lordships have also directed the Navy Board to appoint the undermentioned Lieutenants and Midshipmen to go on board these Ships as against their Names expressed, Vizt

Mellish	Mr Horsenail Midshipman and another Midshipman to be lent from the *Richmond*
Newcastle Jane	Mr William Ingram Meek Mids. and another Midshipman to be lent from the *Vulture*.
Catharine Clothing Ship	Lieut Henry Colins Mr William Essington Mids.
Richmond Clothing Ship	Lieut Robert McEvoy

Mr Rouse Mate of the *Experiment* with Instructions to superintend the Navigating them, to explain to their Masters the Convoy Instructions and Signals and in case of separation to direct the Ships proceeding agreeable to the Rendezvous and Orders that may be given them by the Captains of the Convoys, and in conjunction with the Officers commanding the Troops put on board them, to assist in defending them in case of being attacked.

Their Lordships have ordered the Captain of the *Richmond* to take the *Mellish* one of the said Clothing Ships under his Convoy, together with the *King George* Transport having on board Recruits for the Army in Canada, and proceed with them to Quebec and having seen them in safety thither to proceed to join your Lordship at New York.

General Howe
Artemesa
Euphrates

The Captain of the *Vulture* hath also orders to take the *Hunter* under his Command and in conjunction with her Convoy the *Newcastle Jane* another of the said Clothing Ships to Halifax, He is likewise to take under his Convoy the *Success Increase* laden with Naval Stores and the three Victuallers named in the Margin for the use of the Fleet under your Lordships Command, and having seen them in safety to Halifax, to proceed together with the *Hunter,* to join your Lordship at New York.

Aurora
Neptune
Martha & Mary
Prince William
Newmarket
Two Friends
Thetis
Betsey
Venus
Unicorn
Thomas & Betsey
Neptune (2d)
Samuel
Nancy
Lord Howe
(late the *King of Naples*)

The Captain of the *Mermaid* by whom your Lordship will receive this hath orders to convoy the *Catharine* and *Richmond,* the two remaining Ships with Clothing on board, to New York, The *Mermaid* will also take under her Convoy the Fifteen Victuallers named in the Margin laden with Provisions for the use of the Fleet in America which Victuallers with the three beforementioned take the whole proportion of Provisions mentioned in my former Letters; and if the *Elephant* Storeship, which is now lading Naval Stores in the Thames can be got round to Spithead in time she will also accompany the *Mermaid*

I am further to acquaint your Lordship that for the greater security of the *Success Increase* Naval Storeship Their Lordships have ordered the Navy Board to appoint Mr Fortunatus Wright a Midshipman to go on board her with similar Instructions to those given the Officers commanding the 4 Clothing Ships: They have also ordered a Subaltern Officer and 20 Marines to be put on board of her, who are upon her arrival at Halifax to be landed to serve in the Battalion a shore.

It being intended that Lieutenant McEvoy of the *Isis* and Mr Rouse Masters Mate of the *Experiment,* should repair on board the Ships to which they respectively belong, and that Lieutenant Colins and the other Petty Officers abovementioned should return to England after they have performed the Service aforementioned, I have it in command from my Lords to desire your Lordship will give the necessary orders for that purpose.

Camilla – 15
Richmond – 25
Mermaid – 20

Their Lordships have ordered 60 Landmen to be sent to your Lordship by the Ships named in the Margin in the proportion against each Ship expressed to be distributed on board the Squadron towards compleating their Complements in such proportions as your Lordship shall judge proper.

I have only to add that their Lordships have ordered the Commissioners of the Victualling to provide 130 Tons of Sour Krout for the use of the Squadron under your Lordships command, and that it will be sent out to you as soon as possible. I have the honor to be &c.

P: S:

(By the *Mermaid*)
Duplicates sent 24 Octr 1776 by Major Cuyler

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1. PRO, Admiralty 2/552, 512–17.

Philip Stephens to Commodore Sir Peter Parker, New York[1]

Sir 7h September 1776

I received by the way of Halifax on the 22d July your Letter of the 19h May, giving an account of your proceedings and arrival at Cape Fear, and on the 21st of last Month, by Captain Hope your Letter of the 9h July, giving a further account of your proceedings and attack of the Fort which the Rebels have erected on Sullivans Island within the Bar of Charles Town In return to which their Lordships command me to acquaint you, that they cannot too much commend the gallant behaviour of His Majesty's Ships employed against that Fort but that they must at the same time lament the loss of so many brave Officers and Men, and that the Courage shewn upon that occasion was not attended with the Success it deserved. I am &c

P: S:

P. S: Their Lordships have confirmed the appointment of Captain [Charles] Hope to the Rank of a Commander in His Majesty's Navy.
By the *Mermaid*

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1. PRO, Admiralty 2/552, 508–09.

Philip Stephens to Vice Admiral James Young, Leeward Islands[1]

Sir, [Admiralty Office] 7th Septemr 1776.

The West India Merchants have applied to my Lords Commissioners of the Admiralty for a Convoy to the outward bound Trade, which will probably be ready to sail from Spithead about the middle of next Month; I am commanded by their Lordships to acquaint you that a Convoy will be appointed to see the Trade in safety to the Leeward Islands at that time accordingly. I am &ca.

Ph^{p} Stephens

[Endorsed] Vice Adml Gayton, Jamaica – Jamaica
[Second endorsement] Sent in a Pub. Letter of this date to Mr Bell at Falmouth to be forwarded by the Pacquet.

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[1] PRO, Admiralty 2/1333, LC Photocopy.

Public Advertiser, Saturday, September 7, 1776

London [September 7].

The *Yankey* Privateer was condemned last Wednesday at Doctor's-Commons, as a legal Prize to the Captors.

The Information is melancholy for Trade; but we are assured by one of the first West-India Merchants in this Metropolis, that more than thirty of our Ships, employed in that Branch of Commerce, are taken by the Americans.

Count de Aranda to Marquis de Grimaldi [1]

[Extract]

Most Excellent Sir: From the two million livres tournois appropriated by both Courts to help the English Colonies in America, the following materials are now being shipped to them

216	bronze cannons	51,134	round shot
209	gun carriages	300	thousand weight of gunpowder
27	mortars	30,000	rifles with bayonets
28	mortar beds	4,000	tents
12,826	bombs	30,000	suits of clothing

Paris, 7 September 1776

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[1] AHN, Estado, Legajo 4072, Section 1, LC Photocopy.

10 Sept.

M. Garnier to Vergennes[1]

[Extract] [London] 10 September 1776

. . . I beg you to recall, Monseigneur, Lord Sandwich's remark of a few months ago to the Naval Commissioner of Portsmouth concerning a commissioning during the summer: that it was to show the neighboring Powers that despite all the forces being employed in America, England still had enough left to defend herself at home.

I had the honor of informing you earlier about a large ship called the *Elephant* which the government has purchased for commissioning as a warship. She is now receiving her guns and will come down the Thames within a few days. The Admiralty has just purchased another ship of 300 tons called the *Brilliant* which it is also going to commission. All this is for lack of frigates, of which there are scarcely any left here, so many of them being used up by the war in America. However large the number of such ships employed as escorts may be, it is far from sufficient, as you can judge, Monseigneur, from the daily losses being suffered by the West Indies trade. Insurance on the safe return of ships in this trade, which never went above six percent during the last war, stands at eighteen today. The British Isles are short of foodstuffs, timber, &c., and colonists are losing about thirty percent because of rising costs of operation.

. . . So there we have it: preparations for continuing the war in America, and a large fleet in Europe to restrain us. Seen in this light everything becomes clear. From any viewpoint whatsoever, the only possible conclusion seems to be that the situation calls for the greatest precautions on our part. . . .

We have no news from Staten Island except that on the 17th of July last, Lord Howe had not yet arrived there.[2] You will recall, Monseigneur, that he sailed from Halifax on June 23d.

With the Court's consent, I have established over the past few years the practice of reclaiming French seamen from aboard English warships; and just now I have requested and obtained from Lord Sandwich the freedom of one Tabey, a Breton sailor who was on board the *Royal Oak* at Portsmouth. As soon as he arrives here, I shall provide him with what he needs to return to France.

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[1] AMAE, Correspondance Politique, Angleterre, vol. 518, LC Photocopy.

[2] Garnier's information was incorrect. Lord Howe had arrived off Staten Island on July 12, 1776, Tatum, ed., *Serle's Journal,* 28.

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11 Sept.

Public Advertiser, Wednesday, September 11, 1776

London [September 11].

A Letter from Jamaica says, that the Seamen taken in the Provincial Merchantmen, are suffered to enter into the Navy, but those taken in their Privateers, are confined till Orders are received from England for the Disposal of them.

The *Anne* transport, Capt. Dennistoun, from Clyde, with 120 of the light infantry from Frazer's Highlanders, was on the 8th of June taken by three American privateers, and carried into Marblehead, without firing a gun, notwithstanding she had six carriage guns on board. The commanding officer of the Highlanders was Hamilton Maxwell.[1] – *Glasgow Journal.*

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[1] See Volume 5.

London Chronicle, TUESDAY, SEPTEMBER 10 TO THURSDAY, SEPTEMBER 12, 1776

London [September 11].

A Letter from a Merchant in Hamburgh to his father in Edinburgh, dated Aug. 27, says, "There are now two American vessels here, which are the first that have come this year. They are loading with Osnaburghs and other necessaries for the Americans. I have had a good deal of conversation with the owner of one of them, who says, it is clearly his opinion that an accomodation would take place if Lord Howe had powers to treat with the congress. He adds, that the Americans have been all along well supplied with every necessary, but does not mention through what channel.

12 Sept.

London Chronicle, TUESDAY, SEPTEMBER 10 TO THURSDAY, SEPTEMBER 12, 1776

London [September 12].

The *Heart of Oak,* Capt. Collins, one of the West India fleet, was attacked by a small American privateer, with whom (having six three pounders on board) he kept a running fight till night came on, and then escaped by changing his course, and is here safe arrived.

14 Sept.

VERGENNES TO M. GARNIER[1]

[Extract] Versailles 14 Sept 1776

We have reports to the effect that Admiral Howe has at last joined his brother at Staten Island; but the same reports assure us that the General and the Admiral have made no move as yet against New York. . . .

You will find enclosed, Sir, a copy of the statement made to the Admiralty of Bordeaux by Capt. du Brocq, arriving from Santo Domingo. From this document you will see what acts of violence English ships cruising in American waters are continuing to commit against our vessels. It is most important that we have this stopped, for it is sowing fear and dismay among our traders. The Court of London should scarcely refuse to heed our complaints, since it has been assuring us at every turn of its fairness, its love of peace and its desire to avoid anything which might in any way endanger peace. It is the King's wish, Sir, not only that you urge the English ministers to give the sternest and most explicit orders to the officers commanding Great Britain's ships, but also that you officially request the punishment of M. Judd, commanding the frigate *Anteloppe,* and of M. Young, captain of the *Fremony* [*Pomona*].[2] The conduct of these two officers is too clearly contrary to the intentions of their Sovereign for the latter not [to] express his displeasure or for him to let them go unpunished.

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1. AMAE, Correspondance Politique, Angleterre, vol. 518, LC Photocopy.
2. Captain William Judd, commanding the *Antelope,* was on the Jamaica station, and Lieutenant William Young, temporary commander of the *Pomona,* was in the Leeward Islands squadron.

16 Sept.

Public Advertiser, MONDAY, SEPTEMBER 16, 1776

London [September 16].

Authentic Account of the Fate of the Scotch Expedition from Clyde. Sailed and embarked from Clyde in April last, with the 42d and 71st regiments.

Arrived.

Brilliant, Capt. M'Pherson, Col. Stirling on board.
Thomas, Robertson, Major Murray ditto.
Thames, Moodie, Major Grant ditto.
Minerva, Dunlop, Major M'Pherson ditto.
Peggy No. 1, Eason, Capt. Grahame ditto.
Bowman, Taylor, Capt. Erskine ditto.
Neptune, M'Gurdie, Capt. M'Intosh ditto.
Clementina, Crawford, Major M'Donald ditto.
Bristol, Orr, General's company ditto.
Experiment, Orr, Capt. Angus M'Intosh ditto.
Jeany, Muir, Capt. Dun, Chisholm ditto.
Peggy No. 2, Foster, Capt. Laurie's company ditto.
Mayflower, Crosbie, Capt. Eneas M'Intosh ditto.

Missing.

Flora frigate.
Houstoun, M'Liesh, Capt. Mackenzie ditto.
Henry and Joseph, Tickell, Adjutant and Quarter Master ditto.
Globe, Harrison, the hospital ditto.
Columbus, Bell, Sir William Erskine ditto.
William, Lyon, Captain M'Pherson ditto.
Mermaid, Ewart, Capt. Peter Campbell ditto.
Annabella, Leitch, Capt. Colin M'Kenzie ditto.
Ocean, Ewing, Capt. J. Campbell's company ditto.
Royal Exchange, Ritchie, Major Lamond ditto.
Metham, Johnston, Capt. Chas. Cameron ditto.
Glencairn, Hunter, Capt. Munro ditto.
Caledonia, M'Liesh, Capt. Porterfields comp. ditto.
Lord Howe, Park, Capt. Laur. Campbell ditto.
Friends, Fisher, a store ship, with part of the first battalion ditto.
Glasgow, Smith, the hospital ditto.

Taken.

Oxford, Stewart, Capt. Smith ditto.
Venus, Wilson, Capt. Simon Fraser ditto.
Anne, Denniston, Capt. Hamilton Maxwell ditto.
Crawford, Maclean, Capt. Norman M'Leod ditto.
George, Bog, Col. Archibald Campbell ditto.

Total. – Arrived 13, – Missing 15, besides the frigate – Taken 5.

From their having sailed so early as April, it is inferred that the missing ships (though the account has not been received) are all taken.[1]

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[1] The supposition that the fifteen missing ships were all taken was incorrect. Two only were taken; the *Annabella* and the *Lord Howe.* Also, the *Venus,* listed as taken, arrived safely in Halifax.

17 Sept.

Lords Commissioners, Admiralty, to Lord George Germain[1]

My Lord, Admiralty Office 17th Sepr 1776

Having received from Vice Admiral Young Commander in chief of His Majesty's Ships & Vessels at the leeward Islands in his letter of the 31st July last,[2] the particulars of an Action between the *Shark* Sloop and an American armed Ship[3] together with the Copies of the Correspondence which passed between the Captain of the *Shark* and the Governor of Martinico respecting the same, We send your Lordship herewith Copies of the Admiral's letter, and of those therein referred to, for His Majesty's Information, & are &c

Sandwich. Lisburne. H. Palliser.

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[1] PRO, Colonial Office, 5/259, 110.
[2] See Volume 5, 1317.
[3] The Continental ship *Reprisal,* Captain Lambert Wickes.

"A letter from the Hague, Sept. 17."[1]

Sir Joseph Yorke has made application to the States of Holland to forbid the Americans entering any of their ports in the West-Indies, and also the carrying on any trade whatsoever with them. The answer given to Sir Joseph is said to be this, that Holland only considered itself as a commercial country, and that any check to its trade must be severely felt by its inhabitants; that the West-Indies received great part of their support from the Continent of America, which it would be very ill policy in them to put a stop to, and indeed would be almost impossible, as hardly any commands would tie a people down when they were in want of provisions; and that Sir Joseph might assure his court, that they had hitherto, and would still continue to prevent any military stores being furnished to the Americans from any part of the dominions belonging to the states. – Their present trade with the Americans is exceedingly beneficial to them.

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[1] Almon, ed., *Remembrancer,* III, 278. Yorke was British representative at The Hague.

Silas Deane to Robert Morris[1]

Dear Sir: Bordeaux, September 17, 1776.

I shall send you in October clothing for twenty thousand men, thirty thousand fusils, one hundred tons of powder, two hundred brass cannon, twenty four brass mortars, with shells, shot, lead, etc. in proportion. I am to advise you that if in future you will give commissions to seize Portuguese ships you may depend on the friendship and alliance of Spain.[2] Let me urge this measure. Much may be got, nothing can be lost by it. Increase, at all events, your navy. I will procure, if commissioned, any quantity of sail cloth and cordage. A general war is undoubtedly at hand in Europe, and consequently America will be safe if you baffle the arts and arms of the two Howes through the summer. Every one here is in your favor. Adieu. I will write you again next week.

Silas Deane.

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[1] Wharton, ed., *Revolutionary Diplomatic Correspondence,* II, 148.

[2] War against Portugal was Beaumarchais' idea. He urged this "unexpected and bold measure" in a letter to the Committee of Secret Correspondence on September 15. *Ibid.,* 146–47.

18 Sept.

Custom House Declaration of Cargo on Board the British Brigantine *Countess of Eglington*[1]

Know Ye that James Wilson & Son James Miller John Wallace James Brown William Sterling & Sons and Alexander Taylor have this day entered outwards with us to be shipped on Board the *Countess of Eglinton* of Irvine Robert Reid Master for Antigua Fifty Seven Bales, one hundred and ten Boxes, Thirty four Casks, two Chests and five Trunks containing one thousand four hundred and fifty pounds Haberdashery, three Hundred & sixty eight Square Yards of printed Linnen Excise Duty paid P Cert[ificate]: one thousand two hundred & twenty three Pounds wrought tanned leather Shoes Nine Dozen & Six pairs Womens Callimanco Shoes containing thirty eight Pounds wrought tanned leather, four thousand five hundred & thirteen Pounds Green Glass bottles Excise Duty paid Pr two Certificates, Thirty nine Barrells and two firkins Strong Ale Excise Duty paid Pr Cert: six thousand seven hundred & ninety seven Pounds Tallow Candles Excise Duty paid Pr Cert. Twenty four hundred Weight refined Sugar British Manifacture, One thousand one hundred peices containing Sixty seven thousand and twenty eight Yards British Bounty Linnen Two hundred and thirty two peices Containing seven thousand four hundred and twenty one Yards Irish Bounty Linnen, three hundred & thirty nine Peices containing Four thousand four hundred & eighty eight yards British Striptd & Check'd linnen Two hundred & seven firkins Containing one hundred & three Hundred Weight Irish salted Butter Imported here Duty free pr Affidavite one hundred & twenty six Gallons Portugal Wine Duties Inwards paid at

Aberdeen as unfitted for Sale by William Brebner & Co the 7th 16th & 21st August 1775 out of the *Thetis* of Aberdeen William Spark Mastr from Oporto Pr Certificate from Aberdeen Dated 24th Ultimo Loose Two Hundred & ten Bundles Iron Hoops containing one thousand Pounds Wrought Iron British –[2]

Given at the Custom House under our hands & Seals of Office this eighteenth September 1776 and in the sixteenth Year of his Majestys Reign

Ed Penman D Coan

Pollock Campbell D Comptr

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1. Records of the Court of Appeals in Cases of Capture, No. 9, the *Countess of Eglington,* Jones, Claimant v. Babcock, NA.
2. Since this ship was captured by American privateers in November, 1776, the cargo is of particular interest.

LORD STORMONT TO LORD WEYMOUTH[1]

[Extract]

Secret No 78 Paris Sepr 18th 1776

I have already observed to Your Lordship, that there now prevails here a pretty general opinion, that the public Tranquillity will not continue long, and that this unhappy Business will bring on a War in which Great Brittain and France will soon find themselves involved[2]

It begins to be whispered, that a large body of Troops has rece'd orders to march to the Coast of Britany, others Say that the orders are only for the Troops to hold themselves in Readiness to March. As far as I have Yet been able to Trace this Report, it seems to me My Lord to take its Rise, from the orders given to the Six Battalions which are designed for the French West India Islands. The sending this Reinforcement seems to be a fixt Measure, and the Reason given for it is, That at a time when our Colonies are in a flame, and when there is so much reason to apprehend a War in South America, Every Principle of Prudence, and self Preservation, calls upon France to put Her Colonies in a proper posture of Defence. This may be the real Truth, but as Your Lordship sees better than I do, it may likewise be a Colour for the most Insidious, and Dangerous Designs. At the same time that I throw out this general, and very obvious Reflexion, I must add, that it rests wholly upon vague suspicion, and on that Caution and mistrust that naturally lead me to think of the worst that can happen, where so much is at Stake.

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1. PRO, State Papers, 78/299.
2. The Spanish-Portuguese border dispute.

19 Sept.

"ARMED SHIPS TAKEN INTO HIS MAJESTY'S SERVICE BY THE BOARD OF ORDNANCE TO TRANSPORT STORES AND MEN TO AMERICA & THE WEST INDIES."[1]

	Guns	Sailors	Recruits
The *Lord Townshend* is ready & therefore proposed for Halifax	20–9 Pdrs 6–6 Pdrs 12 Swivels	78	60.
The *Lord Amherst* for Jamaica & PensaCola	20–9 Poundrs 6–6 Poundrs 12 Swivels	78	60.
The *Unity* for Antigua	2–9 Poundrs 14–6 Poundrs 10 Swivels	48	60.
The *Richmond* for the Ceded Islands	2–9 Poundrs 10–6 Poundrs 8 Swivels	36	40.

NB – The Two first Ships can take many more Recruits if Necessary: The above Numbers are what Lord Amherst thinks may be ready.

John Boddington

Office of Ordnance 19 Septr 1776.

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[1] PRO, Colonial Office, 5/162, 649.

LORD GRANTHAM TO LORD WEYMOUTH[1]

No. 45 [Madrid] 19th September 1776

I am well informed that orders have been sent to the several Ports for an account of the American vessels which have put into them, and the returns will probably be soon made; in the mean time I enclose to Your Lordship the advices which I have received from Cadiz and Malaga on that subject. This intelligence will undoubtedly affect the Spanish, as well as our commerce, and ought to point out to this Court the propriety, even the necessity of cooperating with His Majesty in crushing as much as possible, the success of the American vessels.

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[1] Sparks Transcripts, Lord Grantham, I, 12–13, HU.

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20 Sept.

LORDS COMMISSIONERS, ADMIRALTY, TO LIEUTENANT BENJAMIN BECHINOE, H.M. STORESHIP *Elephant,* PORTSMOUTH[1]

You are hereby required and directed, to receive on board the Storeship you command such Medicines & Stores for the use of the Naval Hospitals in North America, likewise such Bedding for the Marines serving there, as the Commissioners for taking care of Sick and Hurt Seamen may have to send thither, provided they arrive at Portsmouth in time, and deliver them upon your arrival in North America, agreable to their consignments. Given &c. the 20th Septr 1776.

Sandwich Palmerston Lisburne.

By &c G. J.

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1. PRO, Admiralty 2/101, 310.

DR. EDWARD BANCROFT TO SILAS DEANE[1]

[Extract]

. . . You will see by the Papers that a Total end is put to Lord Dunmore's Piratical Depredations; many hundreds of the Whites & Negroes which he had assembled being cut of[f] by sickness; above twenty of his Vessels taken or burnt, and the rest all dispersed & removed from that part of the Continent. So may the Enemies of America always prosper. The distresses of Barbadoes have extorted a very Lamentable Petition from the people of that Island, and a Gentleman is arrived here from Bermudas with a Memorial stating the incapacity of that Island to subsist without Provisions from the United Colonies, and intimating that if the Bermudians are not permitted to Bring Provisions from thence without interruption from British Cruizers, it will be necessary for them to ask both Subsistence & Protection from the Congress. . . .

From Quebec I hear that all attempts to Transport the Vessels sent out from hence, over the Falls of Chamblee in to Lake Champlain (by the help of Machines called Cammels) have proved fruitless, and that early in August it was found necessary to build Vessels on the Lake to Convoy Burgoyne's Army to Crownpoint, and that for this purpose all the Ship Carpenters in Canada were called together; and as this business will doubtless employ them until winter, we may, I think, make ourselves easy respecting the Operations in that Province. . . .

London, Fryday Evening [Sept. 20, 1776].

Endorsed, London, Sept. 1776. E. B. Esqr. Letter recd. at Paris, Sept. 25, 1776.

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1. "The Deane Papers," *Collections of the New-York Historical Society,* I, 249–52.

Public Advertiser, FRIDAY, SEPTEMBER 20, 1776

London [September 20].

There were no Accounts received Yesterday at Two o'Clock of any of the Ships which came Part of the Way under Convoy of the *Argo* Man of War, but parted the Beginning of August. The Insurance runs very high upon them.[1]

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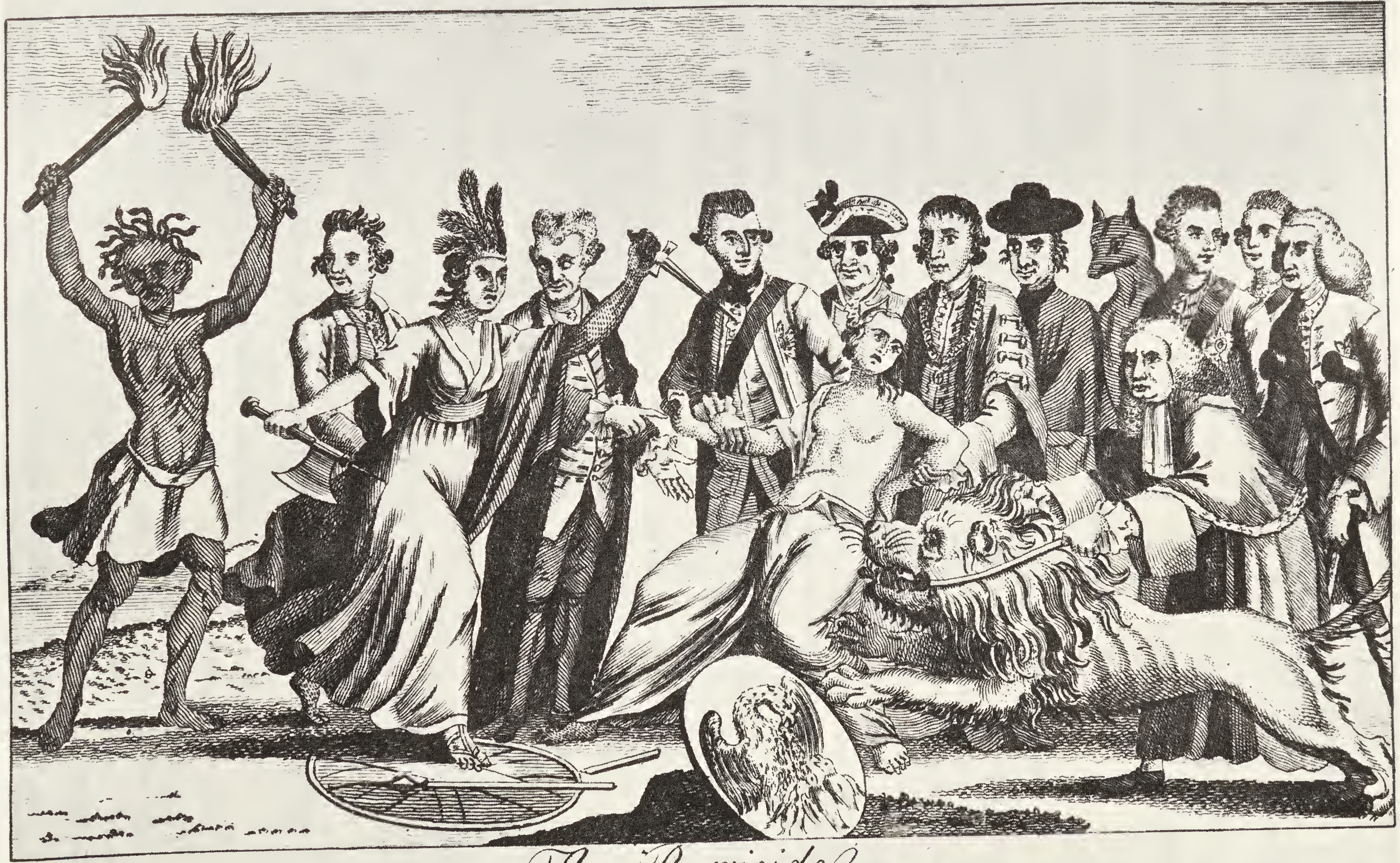
1. The *Argo* had arrived at Portsmouth on September 15. The *Public Advertiser,* September 21, added: "The *Prince of Wales,* Captain Beales, from St. Kitt's (one of the *Argo*'s Convoy) is arrived at Plymouth. She is the second of the Fleet arrived. There are twelve still wanting."

Engrav'd for the Weſtminster Magazine.



The Parricide.
A Sketch of Modern Patriotism.

"COPY OF A LETTER FROM CAPT. BRAITHWAITE, OF THE *Hampden* PACKET BOAT, DATED FALMOUTH, SEPT. 20."[1]

Sept. 5, I received the Mail, and sailed from Lisbon, with the wind to the northward. I received as passengers, Mr. Scot, Mr. Fisher, and Mr. Smith, and, as distressed subjects, Capt. Thomas Moor, his Mate, and five of his people, being the Master and part of the crew of the *Mary and James,* of Falmouth, bound from London to Salerno, Naples, and Messina, but last from Falmouth, having sailed from thence the 20th of August, with a cargo worth between 20,000 l. and 30,000 l. and was taken the 1st inst. on the coast of Portugal, 14 leagues N.W. from Cape St. Vincent, (in sight of Mount Chigo) by an American privateer of eight carriage guns, and a number of swivels, commanded by Simon Forester, an Irishman, well known at Lisbon and Falmouth. The privateer was sloop rigged, and called the *Rover;* it being little wind, and rowing with twelve oars, she soon came up with Capt. Moor. She had taken before six sail on the coast, whose people she landed at Faro. The 22d of August a Guineaman, from Bristol, John Baker, Master, engaged her, but blew up in the action, and only three men saved out of 28. They stripped Capt. Moor and his people of every thing, and even threatened their lives, and sent the prize directly for America; the next day, being about eight leagues from Cape Spichell, they gave Capt. Moor his boat, in which he reached Setuval that night. The Captain of the privateer would not tell what place he belonged to,[2] but said there were 150 sail of them fitted out of different ports of America. The people told Capt. Moor they belonged to Salem, and that several more had sailed from thence for the coast of Spain and Portugal.

(Signed) T. P. Braithwaite.

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1. *London Chronicle,* September 21 to September 24. Under the latter date line, the printer added: "From the above information, the Merchants and Under-writers propose an immediate application to the Lords of the Admiralty for regular convoys."
2. The *Rover* was a Massachusetts privateer sloop. See Volume 5.

JOSÉ DE GÁLVEZ TO THE GOVERNOR OF HAVANA[1]

[Extract]

. . . This background[2] has led the King to consider the matter; and reflecting that closing his Ports to the Americans will be followed by their declaration of enmity toward Spain, and by the seizure of our ships on all the Seas indiscriminately, leaving us without the least expedient for a reparation or even to punish this attack: His Majesty has decided that these same Americans be admitted cordially into Spanish Ports, although they may be flying their own Flag instead of the British one, and that if the English Court protest against it, let it see that the King cannot abandon the Commerce of his Subjects to such risks when it is certain that [neither] His British Majesty nor his Ministry would feel compelled to indemnify the damage which the rebellious Colonials would cause us.

For myself I have already notified Our Governors in utmost confidence on how to welcome and treat the vessels of the English Colonies in Spanish Ports, advising them that if an American privateer enter with a captured ship of any Nation, it must not be prevented from doing so, supposing that the prize vessel is flying the same Flag as the capturing ship, and that on equal terms an English privateer entering with an American prize must not be molested.

. . . although they [orders to West Indies ports] generally prohibit access to friendly or enemy Foreigners, it should be understood that the Americans with their own Flag or with any prize must be welcomed and treated in cases of urgency and known need with the same hospitality which would be extended to the English or the French.

All of which I advise Your Lordship by Order of the King so that you dispose at once what is suitable for complying in the Ports of your Jurisdiction in specific cases and with the idea that it is the Royal wish of His Majesty to give haven to Colonial vessels out of hospitality, but not permit them to sell goods or any Trade, and only to make repairs and buy necessities, paying the amount in coin, banknotes, or Negro Slaves. . . .

San Ildefonso 20 September 1776

1. AGI, Papeles de Cuba, Legajo 1227, LC Photocopy.
2. Suggestion by British ambassador: ". . . how welcome it would be to his Sovereign to hear that American vessels have been denied entry to the ports of Spain, as had just been ordered in Portugal, considering them rebel Subjects of a friendly Power." *Ibid.*

22 Sept. (Sunday)

"Extract of a Letter from Bristol, Sept. 22."[1]

Captain Graves, of the *Elinor,* is arrived here from Barbadoes, which Place he left the 19th of August, and says, that before he sailed a Vessel arrived from Bermudas; the Master of which told him that the Captain of a Privateer that had put in there to heave down his Ship said, that he had taken among other Vessels a Captain Craig, from Liverpoole. The *Black River,* Currie, sailed the 20th of July from Dominica for Bristol: On the 2d of August, in Lat. 31. Long 63. was taken by the *Enterprize* Privateer, Captain [James] Campbell, of Baltimore, in Maryland, who had taken the *Lancashire,* Jones, from Jamaica to Liverpool; a Brig from ditto to England, and a Brig from St. Croix to Guernsey; a Sloop of Dartmouth from Barbadoes to Newfoundland, and had taken the *James,* Higgins, from Antigua to Lancaster, on board of whom the Privateer put the Mate of the *Black River,* and several Men; the Mate and Part of the People rose upon the Provincials, retook her, and brought her into Bristol. They afterwards fell in with the Tender belonging to the *Nautilus* Sloop of War which was at Bermudas, and put on board a Prize Master, and four of the Privateers Men.[2] The Privateer intended going on the Coast of Portugal in the Winter. The Privateer had taken a Sloop belonging to Tortola for Newfoundland, which they gave up to the Captain, and put on board her twenty-four Seamen, and a Mr. Wilcock, a Passenger of the *James*. The Privateer was a Schooner of eight Guns, and had sixty Men when she came out, and rowed with Oars.

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1. *Public Advertiser*, London, October 1, 1776.
2. See Journal of H. M. Sloop *Nautilus*, August 22, 1776.

VERGENNES TO M. DE CLUGNY[1]

[Extract] Versailles, 22nd September 1776

. . . The importations from America will place in our ports the provisions and goods which England used to carry to the other nations of Europe. Re-exportation will offer to merchants a vast and fresh field for lucrative speculation, the success of which appears assured; and will go to diminish that kind of trade which formed one of the most important branches of the advantages which England reaped from America.

. . . I do not think that it is necessary to free the American goods from all duties. The favor which they deserve to experience in the present juncture is doubtless great, and you know that I think we should grant them great facilities, but we must distinguish between those which may be advantageous and those which might serve as a precedent in the future. It is important, from the beginning of this trade, to establish a basis fit to be preserved when events shall have consolidated the independence of the Colonies, and when their trade with us shall have taken a free and regular course. If we grant them total exemption now, this kindness would become bitterness when the necessity arrived to subject them to prestations and curtail the total exemption to which she would be accustomed, and as we should then have more competitors than now, the effect of this return to our principles might be dangerous.

I do not indulge, Sir, in all the details which this discusson might require; your knowledge will supply them; what I have just said will suffice to make you feel the motive which induced me to think that it is important to impose a duty of some sort on the importations from America: but I am at the same time of opinion that such duty should be as moderate as possible, that the Americans should be ranked with the most favoured nation, or be subjected to a single and fixed duty of 3%, for example. . . .

. . . Everyone must shut his eyes to the exportation of munitions and implements of war, and the registers must not contain any item nor any indication of this connivance, entire liberty being left to the Americans to load and export as they please the articles in question.

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1. Stevens, ed., *Facsimiles*, No. 1365.

"EXTRACT OF A LETTER FROM SEVILLE, SEPT. 22, 1776."[1]

For these several Days past we have had Advice here of two Provincial Privateers, mounting 10 and 14 Guns each, cruizing about this Port; and we are very well informed, that they have taken two or three Vessels on this Coast. We expect to hear of the Privaters being taken by some of the English Men of War, as two are on the look-out for them, and will certainly take them, if they can but once get sight of them.

[1] *Public Advertiser,* London, October 17, 1776.

23 Sept.

LETTER FROM CORK[1]

[Extract] Corke, Sept. 23.

The *Diana,* Captain Maybury, with Rum from St. Vincent's for this Port, and two other Vessels, were lately taken by an American Sloop of 10 Carriage Guns. The Prizes were sent for Boston, and 15 of their Crews put on board a French Ship, who landed them at Havre. The Captain of the Sloop is an Irishman, who had lost his Property, and his Vessel made a Prize of by an English Man of War, when trading in full Security; and on his Return to America, he procured the Command of this Sloop in order to cruize against the Nation that had stripped him of his All, and he had no Resource left but Retaliation.

[1] *Public Advertiser,* London, October 8, 1776.

Public Advertiser, MONDAY, SEPTEMBER 23, 1776

London [September 23].

Two Transports (Victuallers) which had been sent to the Madeiras for Wine, for the Use of the Fleet and Army in America, are supposed to be taken by the Provincials, no Account having been received of them.

The following is an Extract of a Letter from Captain Hamilton Maxwell, who was taken with his Company of Highlanders, on board the *Anne* Transport. "The Ship *Anne* was chased by three Privateers a whole Day, near the Coast of America, but outsailed them. Next Morning the Ship was becalmed, and the Privateers, by Favour of their Oars, rowed up, two under her Stern, and one upon her Bow, by which the *Anne's* Guns could not bear; but indeed she had only two Carriage Guns, and two Swivels put on Carriages for Show. A Council of War was held, and it was resolved to surrender. I desire you will represent these Facts."[1]

[1] See *Public Advertiser,* September 11, 1776.

London Chronicle, SATURDAY, SEPTEMBER 21 TO TUESDAY, SEPTEMBER 24, 1776

London [September 23].

The *Hero,* Strivens, which was said to be taken by a Provincial privateer some time ago, is safe arrived off Beachy-Head. She saw the *Royal Exchange,* Bowden, fired at and brought to, supposed by a Provincial privateer.[1]

[1] The *Royal Exchange* was taken by the Continental ship *Columbus,* Captain Abraham Whipple, and carried into Portsmouth, New Hampshire.

24 Sept.

Public Advertiser, TUESDAY, SEPTEMBER 24, 1776

London [September 24].

The Prizes taken from the Americans by his Majesty's Cruizers since the late Act are computed to amount to the Value of 30,000 l. But those of English Property taken by the Provincial Privateers are already known to amount to six Times that Sum, besides many Ships which are missing, and 'tis feared have shared the same Fate.

Capt. [Francis] Banks who hoists a Broad Pendant, was left to guard Boston Harbour; but the Provincials finding a convenient Opportunity to open a Battery upon his Ships, compelled him to retreat; for which it is said a Court Martial has been held on that Officer.[1]

[1] No court martial was held, but the Admiralty demanded an explanation through Lord Howe.

London Chronicle, SATURDAY, SEPTEMBER 21 TO TUESDAY, SEPTEMBER 24, 1776

London [September 24].

The *Hester,* Crombie, from St. Kitt's to London, is taken by the *Columbus,* an American privateer of 30 guns.[1]

The *Bee,* ——, from the Leeward Islands to Lancaster, (one of the *Argo*'s convoy) being the second, is taken by the *Columbus,* an American privateer.

[1] *Columbus* was a 24 gun ship.

ANDREW FRAZER TO SIR STANIER PORTEN[1]

[Extract] Dunkirk 24 Septr 1776.

Captain Johnston [Henry Johnson] of the *Yankee* Privateer, who made his Escape from some Ship in the River, was lately at this Place, and after staying a few Days, went, I was told, further up the Country.

[1] PRO, Colonial Office, 5/140, 5.

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25 Sept.

PHILIP STEPHENS TO LIEUTENANT GENERAL AND PRINCIPAL OFFICERS OF THE ORDNANCE[1]

Gentn 25h September 1776

My Lords Commrs of the Admiralty having been informed that a Rebel Privatier has lately cruized off the Coast of Portugal, and made several Captures; I am commanded by their Lordships to acquaint you therewith and to enquire whether you have any Storeships destined to Gibraltar or Portmahon, and in case you have, the time when they will be ready to sail from Spithead, that a Convoy may be provided for them. I am &c

P: S:

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1. PRO, Admiralty 2/553, 19.

Public Advertiser, Wednesday, September 25, 1776

London [September 25].

'Tis hardly possible to express the Consternation at New Lloyd's Coffee-House, on Monday, at the Arrival of the News of the taking the seven Straits-men by the *Rover* Privateer; many a long Face was seen, and very few inclinable to do Business, unless upon very good Policies.

Monday after the Publication of the News of the taking the Straightsmen by the *Rover* Privateer, many Policies were offered on homeward-bound Ships from Leghorn, Genoa, &c. but nothing was done on account of the very great Premium demanded.

Captain Dunlop, of the *Margaret,* who is arrived at Milford from St. Croix, was taken on his Passage by an American Privateer near the Bermudas, which, after keeping him for several Days, released him, and is supposed to be gone after some of the Leeward Island Fleet, which he had some Intelligence of.

The Complaints raised against the Captain of the *Argo* Frigate are entirely groundless, as it appears from some Passengers arrived in Part of the Fleet, that the Separation of the Fleet from the Convoy was intirely the Will of the Masters of the Ships, who thinking themselves out of all Danger, would no longer be under any Restraint, but each would make the best of his Way.

Lord Stormont to Lord Weymouth[1]

[Extract]
Most Confidential Paris Septr 25 1776

Mr Cyrus [Silas] Deane who in some Companies calls himself a Native of Bermudas but who is well known here to be a North American and a Secret agent for the Congress is certainly in constant intercourse with Beaumarchais who was lately not worth a shilling but has now Millions at his Command. He keeps a Table and entertains Deane and other Americans and friends to their cause. He is likewise, as I am well assured, in regular Correspondence with Mr. [John] Wilkes. Their Letters are not trusted to the Post but sent by Private Hands. When I learnt this I immediately suspected that Wilkes is not the only Person in England with whom Beaumarchais Corresponds. My Suspicion is right, there are several other Persons, I do not yet know their Names, but hope to get them soon. . . .

Mr. Deane received Letters of Importance from the Congress by the Ship that arrived at Nantes from Philadelphia the beginning of this Month. He gave out a few days ago that He was going to Geneva, but He is still at

Paris, and constantly endeavouring to engage some of the Many French officers M. de St. Germain reformed to join the Rebel army. He bribes high and has engaged several. Some have refused. This Court cannot be a stranger to these Manoeuvres of Deane, and no doubt is glad to wink at them . . .

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1. Stevens, ed., *Facsimiles,* No. 1366.

26 Sept.

London Chronicle, TUESDAY, SEPTEMBER 24 TO THURSDAY, SEPTEMBER 26, 1776

London [September 26].

Extract of a Letter from Capt. Moore, late Commander of the *Mary and James,* dated from on Board the *Hampden* Packet Boat, arrived at Falmouth.

"You will be surprised at hearing from me in this part of the world, the reason you will see by the protest handed to you. I was taken by a privateer called the *Rover,* a sloop of eight carriage guns and 14 swivels; when she left America she had on board 80 men, but when they took me they had only 38. The Captain's name is Simon Thomson [*sic* Simon Forrester]; where she belonged to; I could not learn from them. They appeared more like pirates than any thing else. They had taken six vessels before mine, but I do not remember any of their names; she had also an engagement with a snow belonging to Bristol, Capt. Bates, which blew up after fighting six hours; only three of the crew were saved out of 26,[1] two of whom were landed on the coast of Algarve, with three masters of vessels and their crews, and the others entered on board the privateer. There were men of different nations on board her; but the captain and major part of the crew were Irish."

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1. *London Chronicle,* October 24 to October 26, 1776, the snow *Africa.* The men saved were Richard Smith, James Lindsey, and James Taylor.

27 Sept.

PRINCE MASSERANO TO MARQUIS DE GRIMALD[1]

London, 27 September 1776

In reply to Your Excellency's letter of the Ninth of this month in which you informed me of what transpired between the Spanish brigantine *La Vierge du Carmel* on her return to Cadiz from Havana, and a British frigate commanded by Captain Maximillian Jacobs,[2] I shall inform Your Excellency that I conveyed my protests to Mylord Suffolk at the conference. He replied that he had given the clearest and most positive orders in order to avoid any similar difficulties. I replied that the officers ought to be punished most severely for the simple reason that they could not pretend to be ignorant of them. Mylord was surprised that the frigate had fired a roundshot. I said to him that doubtless our brigantine had resisted the search, as she had every right to, and I reminded him of the steps I had taken here as a precaution before the ships of war left their ports with orders to stop the Americans. I added that if the brigantine had been stronger, she would have answered the British frigate with a cannon shot, and that the two vessels might have engaged in an action which perhaps might have produced unfortunate consequences. They will result one day from the arrogance of the British officers, if they are not restrained, for in time of peace one does not search the vessels of a friendly Power, nor open their mail packets. He told me that the Americans were resorting to so many subterfuges in order to arrive at their ends that the officers of their Navy were at a loss as to what to do. I answered that in a packet of paper there could hardly be any powder or shot, and that several days earlier His Majesty had ordered me to tell the British Minister that he had given the most rigorous orders prohibiting the supply of munitions of war to the rebels. He replied they were very satisfied with the good faith of our King, and that they had many proofs of it, and that the assurances given to Mylord Grantham were consistent with my manner of explanation here.

I said to him that I served only to carry out the orders of the King whom I knew was very desirous of maintaining good harmony with England. He replied to me in this manner:

> With you who are my friend, I can explain myself differently than with anyone else. Your Excellency sees our situation and that we do not desire war with anyone. But if our success in America were such as we would hope, with the experience that we have at present, we would find ourselves in a position to make a firmer and more solid general peace than exists today, for the good of all monarchies.

I answered that this hope for a more solid peace between Spain and England would bring pleasure to the King who thinks likewise and who wishes only to keep that which he possesses without seeing it usurped by anyone.

Reflecting on this type of overture to which I only accord as much trust as it deserves, I do not know who caused it, whether the fear of seeing ourselves armed and the desire to remove from ourselves the fear of seeing them invade our possessions in America with the troops that they have in the Colonies, or the desire to give me to understand that they are not in a position to be able to support Portugal and that they will not support her, even if they were to succeed in America. I perceive these two motives there, but I do not know the one upon which to lay stress. But I still believe that we must remain armed and await events.

I shall finish this dispatch by telling Your Excellency that Mylord Suffolk promised me to deliver my note to Mylord Weymouth, the one which

I gave him containing the names of the Captains of the brigantine and the frigate in order that he might make a report to His Britannic Majesty.

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1. AMAE, Correspondance Politique, Angleterre, vol. 518, LC Photocopy.
2. Captain Maximilian Jacobs, commanding H. M. Frigate *Amazon*. This copy of the letter, in French, was sent to Vergennes.

GIAMBATTISTA PIZZONI TO HIS GOVERNMENT IN VENICE [1]

[Extract] London, 27 Sep 1776

. . . I shall have the honor of reporting for the knowledge of Your Excellencies that the daring of the Americans has gone so far as to affront Great Britain even in its own channels and to capture its ships trading with Portugal, Africa, and Italy. . . . insurance [rates] which were one and a half percent jumped to ten and ten and a half percent, and are staying there. . . .

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1. Papers of the Senate, ASV.

Public Advertiser, FRIDAY, SEPTEMBER 27, 1776

London [September 27].

Insurance to and from the Straits has got up to Five Guineas Premium; Eight Guineas were offered on one Vessel homeward-bound, and refused. The Prices of Rice, Indigo, Sugar, Leather, and several other Articles usually imported from America, are raised within these two Years Twenty per Cent.

London Chronicle, THURSDAY, SEPTEMBER 26 TO SATURDAY, SEPTEMBER 28, 1776

London [September 27].

Yesterday in consequence of an application made by the West India merchants the day before to the Lords of the Admiralty, notice was sent from the Admiralty to Lloyd's coffee-house, acquainting the merchants that a convoy would sail from Spithead the first fair wind after the 20th of October, only waiting 48 hours for the ships from the Downs, for all the West India islands The convoy will consist of four ships of war.

Notice was also sent that a convoy would sail from Corke in December.

"EXTRACT OF A LETTER FROM PLYMOUTH DOCK, DATED SEPT. 27, 1776."[1]

Arrived here last Monday the Brig, *Samuel,* from Nantz, in thirty-two Days [*sic*], bound to Petersburgh, belonging to Stockton, the Master's name Watson; he says that when he left Nantz, there were no less than twelve or fourteen Ships, Brigs, Schooners, &c. in that Port, belonging to different Ports in America, loading with Military Stores, &c. They bring

Wheat and Flour in exchange. The Day he sailed, a large Ship, Burthen 400 Tons, left the same Port, bound to America, called the *Hancock and Adams,* commanded by one Smith, who was cautious in mentioning what Part of America he was bound to, or what his Cargo consisted of. Capt. Watson was several Times in Company with him, but could learn no Intelligence that was material. The Day before he sailed, he was examined by Order of the Commandant of the Port, when a Quantity of contraband Stores was found on board of him, which he was obliged to re-land; but the same Night they were re-shipped again, with a great deal more. The Mate of the above Brig was on board of the American, when he took on board 2000 Stands of Arms, 321 Barrels of Gunpowder, and 70 Barrels of Saltpetre, besides many other Implements of War, this Vessel had but a few Swivels on board, and might have been taken by the smallest Cruizer in our Service. Not one of the Yankees seemed calculated to make any Resistance, but depended entirely on Dame Fortune.

The above Account was confirmed by the Mate of the *Samuel,* (who was the Master's Son) the Carpenter of her, and two of her Hands; they were all examined by the Principal Officers of this Port, and every one of them agreed exactly with the Master's Report. The Master told me, that his Mate and People knew much more of the Affair than he did, they being often among the small Vessels, and very conversant with the American Crews, the Masters of which Vessels were quite open, and no way reserved in transacting their Business, speaking publicly of what they were to load with, and where they were bound to. A Schooner and Sloop had almost compleated their Cargoes, and would sail in a few Days after the English Vessel's Departure. The French seemed to take little or no Notice of their Proceedings, only now and then inspecting a Vessel to keep up Appearances. In fact, the Captain, Mate, and Crew of the *Samuel,* declare, that the Business of the Americans was transacted with a Degree of Barefacedness, that none, but People well pleased with their Company, could overlook. They affirm likewise, that a ten Gun Sloop could take twenty such Vessels for the Resistance they could make. Undoubtedly a few Cruizers off Cape Finisterre, would pick up Numbers of those Adventurers, with very little Trouble. The *Hancock and Adam*'s Cargo was reported to be worth 35000 Pounds Sterling.

1. *Public Advertiser,* London, October 3, 1776.

"Extract of a Letter from Bourdeaux Dated 27th September 1776"[1]

There have been several Vessels here from America some of whom We have reason to believe found means, though contrary to the Orders of Government, to procure Military stores and we believe some of them picked up Sailors of different Nations who were allured by the prospect of making their Fortunes in the American Service. There are at present only two American Vessels in this Port, both Sloops of New York built in the Bermuda Fashion, one of them of about 110 Tons with two Decks called the *Lu-*

cretia John Saly Master. The other single decked pierced for carrying ten Guns called the *Samuel* John Hutchins Master. These Vessels have yet got no Loading and it is impossible to say when they may part it is said they are waiting for dry Goods. All the American Vessels that have come here have brought Flour, Lumber, Potatoes and a few furs; We are strongly of opinion that the Ships said to be taken off the Coast of Portugal by an American Privateer were taken by some of the American ships that went from hence as one or two of them had a Number of Guns in the Hold and picked up straggling Sailors, which with what the other Ships could spare them these were sufficient to take any Merchantman unprovided.

1. PRO, Colonial Office, 5/254, 101, 102.

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28 Sept.

Lord George Germain to Lord George Townshend[1]

My Lord, Whitehall, 28th September 1776

The late advices from Virginia representing the Earl of Dunmore's Situation to be so much changed from what it was at the time his Lordship transmitted the Demand of Military Stores inclosed in my letter to your Lordship of the 18th of April, that his Lordship has it not in his power to carry on any Military Operations against the Rebels in that Province, and there is good ground to suppose he has been obliged to quit his Government, and retire to the Army under General Howe, his Lordship, consequently, can have no occasion for the supply of Military Stores contained in that Demand; I have, therefore, received his Majesty's Command to recall the orders contained in my said letter to your Lordship of the 18th April, directing the sending out the said Military Stores to Virginia and your Lordship will be pleased to give the necessary directions for preventing the Embarkation of any part thereof, or for the relanding of the same in case any part has been embarked. I am &ca

Geo: Germain./.

1. PRO, Colonial Office, 5/162, 665.

Penet & Pliarne to Nicholas and John Brown[1]

Gentln [Names] Sepr 28. 1776 –

The Above is Copy of our last,[2] since which have not had the Pleasure of hearing from you, this now Serves to Inform you that we this day dispatched your Schooner *Sally* Capt [Samuel] Avery, and by whom You will receive the Invoice & Sales of her Cargo, we are extreemly mortified that the duty on Oils are So grait, and which we where Oblig'd to pay on those recd by your two Vessels we Came this day from making Some Arrangements for the demunition of the Duty, which we Expect to reduce to One third of what we paid before, as we shall make your Oils pass under the name of a kind of Oil that pays the lowest duty here; we hope to Obtain that favr from the Farmer Generals of France; but will beg you to keep that a Secret, not being Willing to let any One here but Us enjoy that Priveledge (which we shall Obtain with much pain) and only those that Come from your part There arrived here the 19th Inst Mr Nichols from Nantucket loaded with Oil, who we are in hopes Will put the Cargo in our hands and who we expect shall enjoy that Benefiet. We think Gentlemen that you Will be Content with our Transactions, as we every day are able to do better – hope you Will continue to Send Vessels to Us here, and Also recomend your friends – You Will be kind enough to Send me About Six Boxes of SpermaCeti Candles, by the first Vessels you Send here –

We have nothing new to Write you I am Every day ocupied afournishing the Congress & Others of your provinces with Amunitions. –

Mr Dean from the Province of Connecticutt, lately member of the Secret Committe at Phia is at Parris, Also the Brother of Mr Robert Morris and Several Others. one Says, they are your Ministers in France. We Shall See at the end of your War which of Us all has render'd the most servis to the Contnnent. I flatter mySelf that one will be content with my Transactions, also with the Prices of the Merchandize I sent them, where the Difference will soon be Scene I am under no Other Doubt but of having All Merchandize upon the best Terms possable, and that you May Injoy the Benefeit thereon for we are Content with the Commisn of 2 pCt the friendship & the of Obliging your Nation is more agreeable to Us than all the Benefe[i]ts in the world. –

In case you Shall think of sending any thing to Bordeaux I take the Liberty of recomending to you the House of Messrs Reculide Bamarein & Raimbeaux who we think will do your Buisness better than Any Other House there can do. In the interum we Remain with much Respect – Gentlemen [&c.]

Pliarne Penet & Co

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1. Nicholas Brown Papers, JCBL.
2. Letter of August 19, 1776, Letters to the Governor, 1776, R.I. Arch.

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29 Sept. (Sunday)

Intelligence from the Admiralty for George III[1]

Mr Roberts, who was charged with these Dispatches,[2] says, that a day or two before he left Sandy Hook, vizt the 20th of August, the Ships which were in the North River returned to the Fleet, having been almost constantly attacked with Gun-Boats &c, & having expended almost all their ammunition – The Rebels had nearly effected the stopping the Passage of the River to prevent the Return of the Ships[3] – They did not return 'til after he had received these Dispatches – He adds that most of the Hessian Troops were re-embarked

Admty Office 29 *Sepr* 1776 – ½ *past* 6 *o'clock* A.M.

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1. Fortescue, ed., *Correspondence of George III,* III, 394–95.
2. The dispatch of Admiral Howe, dated August 14, 1776, sent by the *Sandwich* Packet, PRO, Admiralty 1/487.
3. H. M. S. *Phoenix* and H. M. S. *Rose.*

30 Sept.

PHILIP STEPHENS TO VICE ADMIRAL SIR JAMES DOUGLAS, PORTSMOUTH[1]

Sir 30th Septr 1776

The Earl of Suffolk one of His Majts Principal Secretaries of State having signified to my Lords Commrs of the Admty that His Majesty in His Clemency has no objection to the Crew, consisting of seventeen Men and two Negro Slaves late belonging to the Rebel Privatier call'd the *Yankee* of Boston being received on board some Ship of War & recommended their being disposed of on board One employed in the East Indies; I am commanded by their Lordships to signify their direction to you to order the above Crew on board the *Rippon* to serve as part of her Complement, causing an equal Number of Men to be discharged from her into other Ships that want Men to make room for them if you find it to be necessary. I am &c

P S

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[1] PRO, Admiralty 2/553, 31.

ACTIVITIES OF THE MASSACHUSETTS PRIVATEER *Rover*[1]

[September 30][2]

Names of the three English Vessels taken by the American Privateer Sloop, *Rover,* Captain Simon Forrester, belonging to Salem. –

1 The Brigantine, *Sarah Ann,* Captain Gregory Potbury, from Exeter to Gibraltar & Malaga with Provisions and bale Goods, taken the 24th August about 12 Leagues from the Rock of Lisbon. N.B. This Vessel had the Garrison Oatmeal on board.

2 The Snow, *Lively,* Captain William Carter, from Chester to Genoa with Lead and Coals, taken the 28th August about 8 Leagues from Lagos.

3 The Brigantine, *Good Intent,* Captain Wm Davis, from New Castle, with Coals to Gibraltar, taken on the same Day 28th August near the other. NB. This Vessel had the Garrison Coals on board sent by the Contractors.

NB. At the time that these two last Vessels, were passing, the said Privateer was in Lagoss Bay near Cape St Vincent, watering, and on seeing them went up to them, leaving her Casks on Shore, which on the next day she went to fetch.

Besides the above named Vessels, there was a Ship of 220 Tons, coming from Bristol, bound to the Coast of Guinea, named the *African,* Captain Thomas Baker, which after being engaged upwards of 5 hours on the 22d August about 30 Leagues off the Rock of Lisbon, was unfortunately blown up, and out of 28 Men on board, only three were saved.
For the Honble Board of Ordnance

1. PRO, Admiralty 1/4012.
2. The date is approximated. A brief account of the capture of the three vessels appeared in the *Public Advertiser,* London, September 30, and the blowing up of Captain Baker's ship in the same newspaper on September 24.

Captain David Pryce, R.N., to Philip Stephens[1]

Sir

I beg you would please to Inform Their Lordships that I Arrived at Dover Last Satturday at 10 at Night In the *Princess Royall* Jamaica Ship Late Captn Duthie She was taken by the Rebbells and Retakeing Again by his Majesties Ship *Milford* and Carried into Hallifax from which place I have been five weeks last Friday –

The Ship *Nevis* Coffin and a Brig from Nevis was Retaken by His Majesties Ship *Liverpoll* and Carried into Hallifax they were to have Saild with us Under Co[n]voy of the *Hope* Captn [George] Dawson but were in want of Seamen I am Sir [&c.]

Dav^{d} Pryce

[Dover] 30 Septbr 1776 –

1. PRO, Admiralty 1/2303, 4, 2.

"Extract of a Letter from Dover, Sept. 30."[1]

Saturday passed by here two ships from Philadelphia, and one armed transport from America, with an American privateer which she had taken; the wind blowing very hard, they did not stay for a pilot. Yesterday a Dutch ship put 16 sailors on shore here, being part of the crews of the following ships, viz. the *Anne* brig of Liverpool, Capt. Wise, from St. Vincent's, taken the 1st of September in lat. 36, long. 35, by an American privateer of ten guns and 14 swivels; a brig belonging to Corke, from Grenada, commanded by Captain Casey (the name of the privateer that took the above was the *Revenge,* belonging to Rhode Island) and the–, from Tobago, bound to London, taken by a schooner of 10 guns. All the crews of the above ships (except the 16 landed here) it is said entered into the service of the Congress.

1. *London Chronicle,* October 3 to October 5, 1776.

Gabriel de Sartine to M. d'Argout, Governor of Martinique[1]

[Extract] Versailles, 30 September 1776

You informed me in your letter No 120 of the arrival of Capt. [Thomas] Dorves[2] who did likewise on his own. I approve your attitude in insisting that he cruise to windward as prescribed by his instructions. His protest was only made on the grounds that he could not have remained at sea as constantly as he would have desired; I am convinced that he has not neglected anything in executing his instructions as exactly as circumstances permitted. The Corvette *La Favorite* commanded by Lieutenant de Kersen who will give you my packets will cruise to leeward of Martinique. I have the honor to be with sincere attachment, Sir &c.

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[1] AN, Marine, B^4, 134, 122, LC Photocopy.

[2] Commanding the French frigate *L'Aigrette*.

Gabrlel de Sartine to the Commanders of three Sloops of War Ordered to the West Indies[1]

to Captain de Rosnevet commanding the Corvette *La Curieuse* in Brest, bound for Santo Domingo.

Lieutenant de Kersen commanding the Corvette *La Favorite* in Brest, bound for Martinique.

Lieutenant Dussault commanding the Corvette *Le Rossignol* in Brest, bound for Guadeloupe.

Versailles, 30 September 1776

You will find enclosed herewith, Sir, a packet containing the particular instructions which will determine your line of conduct in the mission which H.M. [His Majesty] has entrusted to you. As soon as you receive my letter you will get under way and set sail for $\left\{\begin{array}{l}\text{St. Domingo}\\ \text{Martinique}\\ \text{Guadeloupe}\end{array}\right\}$ if the wind is favorable; but you will open this packet only after you have passed the Tropic and you will keep secret the instructions it contains. Each time that you will want to communicate to me Intelligence relative to the object of these instructions, you will use two envelopes, the first one marked For You Only. You will show your instructions to the Commandant of the Colony where you will be stationed and you will prepare with him all the operations with respect to your mission. I have the honor &c.

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[1] AN, Marine, B^4, 134, 119, LC Photocopy.

Gabriel de Sartine to Captain Thomas Dorves, Frigate *L'Aigrette*[1]

Versailles, 30 September 1776

I have received, Sir, your letter dated 9 August in which you announce your arrival at Fort Royal, Martinique, and your departure from this port in order to establish your cruise to windward of the Island. I am convinced that you will fulfill this mission with all the care of which you are capable. The corvette *La Favorite,* commanded by Lieutenant de Kersen, which is taking my packets to Martinique, will cruise to leeward of this Island.

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1. AN, Marine, B⁴, 134, 116, LC Photocopy.

Marquis de Grimaldi to Prince Masserano[1]

[Extract]

. . . In said Letter [Masserano's of September 6] and in the one numbered 343 dated 10 September, Y. E. communicates the maritime armaments increasing in those [British] Ports, 36 ships of the line having been ordered thus far for readying. Y. E. has reason to mistrust such extraordinary and expensive measures, which that Power would not take without serious motives in circumstances of great pressure exerted on it, as they are not suitable steps for its visible object of persistently subjecting its Colonies. The King knows indeed that it is needless to recommend to Y. E. the activity and watchfulness required by the goal of learning the intentions of that Ministry [British] . . .
San Ildefonso 30 September 1776

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1. AHN, Estado, Legajo 4281, Section 1, LC Photocopy.

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1 Oct.

Philip Stephens to Vice Admiral Sir James Douglas, Portsmouth[1]

Sir: 1st Octr 1776

Vice Adml Amherst having informed my Lords Commissioners of the Admiralty that a Schooner Prize called the *Molly* taken by the *Galatea* is arrived at Plymouth and their Lordships having directed him to send the Masters Mate and People belonging to that Ship, who came in the Prize to Spithead by the *Beaver* Sloop; I am commanded by their Lordships to acquaint you therewith, and to signify their direction to you to order the said Persons to be born on board the *Barfleur* til an opportunity Offers of sending them to their proper Ship. I am &c

P: S.

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1. PRO, Admiralty 2/553, 36.

Silas Deane to the Committee of Secret Correspondence of the Continental Congress[1]

[Extract] Paris, October 1, 1776

. . . For Heaven's sake, if you mean to have any connection with this kingdom [France], be more assiduous in getting your letters here. I know not where the blame lies, but it must be heavy somewhere, when vessels are suffered to sail from Philadelphia and other ports quite down to the middle of August without a single line. This circumstance was urged against my assertions, and was near proving a mortal stab to my whole proceedings. . . .

. . . The stores are collecting, and I hope will be embarked by the middle of this month; if later, I shall incline to send them to Martinique, on account of the season. It is consistent with a political letter to urge the remittance of the fourteen thousand hogsheads of tobacco wrote for formerly in part payment of those stores; if you make it twenty, the public will be the gainers as the article is rising fast; in Holland, seven stivers 10 lb. and must be in proportion here. You are desired by no means to forget Bermuda; if you should, Great Britain will seize it this winter, or France on the first rupture . . . As your navy is increasing, will you commission me to send you duck for twenty or thirty sail? I can procure it for you to the northward on very good terms, and you have on hand the produce wanted to pay for it with. Have you granted commissions against the Portuguese? All the friends to America in Europe call loudly for such a measure.

Would you have universal commerce, commission some person to visit every kingdom on the continent that can hold any commerce with America. Among them by no means forget Prussia. Grain will be in demand in this kingdom and in the south of Europe. Permit me again to urge an increase of the navy. Great Britain is calling in her Mediterranean passes, to expose us to the Algerines. I propose applying to this court on that subject. . . .

P.S. — An agent from Barbadoes is arrived in London to represent their distress; another from Bermuda, with a declaration to the ministry of the necessity of their being supplied with provisions from the Colonies, and saying that, if not permitted, they must ask the protection of the Congress.

I have to urge your sending to me either a general power for the purpose, or a number of blank commissions for vessels of war. It is an object of the last importance, for in this time of peace between the nations of Europe I can be acquainted with the time of every vessel's sailing either from England or Portugal, and by dispatching little vessels armed from hence, and to appearance property of the subjects of the United States of America, to seize them while unsuspicious on this coast, and to stand directly for America with them, great reprisals may be made; and persons of the first property have already solicited me on the occasion; indeed, they have such an opinion of my power that they have offered to engage in such an adventure if I would authorize them with my name; but this might as yet be rather dangerous. It is certainly, however, a very practicable and safe plan to arm a ship here as if for the coast of Africa or the West Indies, wait until some ship of value is sailing from England or Portugal, slip out at once and carry them on to America. When arrived, the armed vessel increases your navy and the prize supplies the country.

It is of importance, as I have mentioned in my former letters, to have some one deputed and empowered to treat with the King of Prussia. I am acquainted with his agent here, and have already through him received some queries and proposals respecting American commerce, to which I am preparing a reply. I have also an acquaintance with the agent of the Grand Duke of Tuscany, who proposes fixing a commerce between the United States and Leghorn, but has not as yet given me his particular thoughts. France and Spain are naturally our allies; the Italian States want our flour and some other articles; Prussia, ever pursuing her own interests, needs but be informed of some facts relative to America's increasing commerce to favor us; Holland will pursue its system, now fixed, of never quarreling with any one on any occasion whatever. In this view is seen at once the power we ought to apply to and gain a good acquaintance with. Let me again urge you on the subject of tobacco. Receive also from me one hint further. It is this: Should you apportion a certain tract of the western land, to be divided at the close of this war among the officers and soldiers serving in it and make a generous allotment, it would, I think, have a good effect in America, as the poorest soldiers would then be fighting literally for a freehold; and in Europe it would operate beyond any pecuniary offers. I have no time to enlarge on the thought, but may take it up hereafter; if I do not, it is an obvious one, and, if capable of execution, you can manage it to the best advantage.

1. Wharton, ed., *Revolutionary Diplomatic Correspondence,* II, 153–57.

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2 Oct.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN THOMAS FITZHERBERT, H. M. S. *Raisonable,* PLYMOUTH[1]

Talbot
Stafford
Hampshire
Grenville.

Colnbrooke
Devonshire
Resolution
Alfred.

Whereas the Secret Committee of the East India Company have applied to Us for Convoy to the four homeward bound East India Ships named in the Margin, which are now on their Passage from the East Indies, and in order to shew the Tract usually pursued by their Ships at this Season of the Year, have transmitted to Us, the Journals of four of their Ships, also named in the Margin, together with an Extract from the Journals of their Ships arrived this Year, shewing the Longitude they make in crossing the Line, and in the Lattitude of 15d and 39d North; And whereas we think fit that you shall proceed to Sea in His Majesty's Ship under your command to look out for, and convoy the said four homeward bound Ships to England; You are hereby required and directed to put to Sea accordingly with the first opportunity of Wind and Weather, and make the best of your way to the Island of Fayal, where you are to use the utmost dispatch in taking on board three Months Wine for the Use of the Ships Company; And having so done, You are to proceed from thence to the Westward as far as the Meridian of the Island of Coroo, and then to the Southward, until you arrive in the Lattitude of 15d No unless you shall sooner fall in with the said East India Ships which you are diligently to look out for, keeping for that purpose as nearly as may be in the Tract you shall judge, from a careful perusal of the abovemention'd Journals & Extracts (which will herewith be delivered to you) they will most probably pursue. When you arrive in the Lattitude of 15d No You are to cruize in that Lattitude for 14. days, unless you fall in with the India Ships sooner, and then return, as near as you can, in the same tract, till you come into the Lattitude of the Island of Coroo; And if you shall not then have met with any of the said Ships, you are to make Cape Finisterre, and thence proceed to Plymouth, and wait for further Orders.

If you fall in with any of the Company's Ships abovemention'd, you are to take them under your Convoy, and make the best of your way with them to Plymouth; unless from the Information you may receive from their Captains there should be a probability of your falling in with more of the said Ships, in which case, you are to cruize for such a time, and on such a Station, as in your discretion & judgement you may think most likely for meeting with them.

If you should fall in with two of the abovemention'd Ships, or with the *Talbot* alone, which is supposed to be the most valuable Ship of the four, You are then to return with them, or her to England, without waiting for any others, unless there is a great probability of meeting with them in a few days.

But as from private Letters lately received, there is ground to believe that the *Grenville* may have been loaden from Madrass, in which case, she will be equally rich in her Cargo as the *Talbot,* You are therefore upon falling in with only one of those Ships, to wait a few days longer for the other, notwithstanding what is directed by the foregoing Clause, unless you shall be furnish'd with Intelligence that the *Grenville* has not been loaden from Madrass.

While you are employed in this Service you are carefully to look out for any Ships or Vessels belonging to His Majesty's Rebellious Colonies in North America, and to use your best endeavours to take or destroy such of them as you may fall in with.

Upon your return to Plymouth, you are to acquaint Our Secretary for Our Information with your arrival & proceedings, and at the same time return the beforemention'd Journals of the East India Ships. Given &c. the 2d Octr 1776. –

Sandwich Palmerston H. Palliser

By &c. P.S. By a Messenger 3. oClock P M.

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1. PRO, Admiralty 2/101, 317–20.

LORDS COMMISSIONERS, ADMIRALTY, TO CAPTAIN GEORGE YOUNG, H. M. SLOOP *Cormorant*, PORTSMOUTH [1]

[Extract]

Whereas we intend that His Majts Sloop under your command shall proceed to the East Indies but that before she goes thither she should cruize for some time off the Coasts of Spain & Portugal for the protection of the Trade of His Majts Subjects and to look out for any Privateers belonging to His Majts rebellious Colonies infesting those parts, You are hereby required & directed to proceed to Sea with the first opportunity of Wind & Weather and Cruize for Ten Days from Five to Fifteen Leagues West from Cape Finisterre, diligently looking out for any Rebel Privateers that may be Cruizing thereabouts or any other Vessels belonging to the rebellious Colonies and use your best endeavours to take or destroy such of them as you may fall in with.

At the expiration of that time You are to proceed off Cape Roxant & Cruise Ten Days from Five to Fifteen Leagues West from that Cape: And then proceed off Cape St Vincents & Cruize Ten Days, also from Five to Fifteen Leagues West from that Cape, for the purposes abovementioned at the expiration of which time you are to make the best of your way to the Island of Madeira to complete Your Water & take on board such a quantity of Wine as may be necessary for the use of the Sloops Company. . . .

Given &c 2d Octr 1776

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[1] PRO, Admiralty 2/101, 322–23.

Public Advertiser, WEDNESDAY, OCTOBER 2, 1776

London, October 2.

The *Devonshire,* Fisher, from Antigua to Ireland, who was taken by an American, is retaken by the *Liverpool* Man of War, and carried into Halifax.[1]

The *Peccary,* Cleveland, from Tobago to London, is taken by an American Privateer[2]

George, Boog; *Anna Bolla* [*sic Annabella*], Walker; *Crawford,* M'Lean; *Oxford,* Stewart; *Ann,* Donnison; and *Lord Howe,* Park, from Clyde, with Troops for New York, are all taken by the Americans.[3]

The *Freedom,* [Robert] Wallace, from Granada, is arrived in the River, after being taken by the *Independent* Privateer. The said Privateer has taken the *Ann,* Duncan, from Dominica, and the *Maria,* Hall, from St. Vincent's, both for London, and the *Dove,* Cunningham, from St. Eustatia to Amsterdam.

The *Malaga,* Chione, a Transport, from New York, after being separated from the Fleet, took an American Vessel loaded with Flour, Tobacco and Staves, bound from Philadelphia to Martinico, and carried her into Halifax.

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[1] Retaken August 3, 1776, off Cape Ann.

2. The ship *Pecary,* Brehold Cleveland, master, was taken by the Massachusetts privateer schooner *Warren,* Captain William Coas.
3. These were the six transports, carrying Scottish troops, which were taken in late May and June. See Volume 5.

"EXTRACT OF AN AUTHENTIC LETTER FROM CAPTAIN UNDERWOOD, DATED LISBON, OCT. 2."[1]

On the 6th of September last we sailed from Plymouth for this port with bale goods, and met with little interruption till we arrived off the Rock of Lisbon (though we saw two vessels in the Bay of Biscay, which we judged to be American privateers, and though they gave chace we soon lost sight of them) when we made a sail which bore directly down upon us, and proved, as we expected, an American sloop privateer, mounting eight guns, having a stern of her a brig which we judged to be a prize; we crouded all our sail, but she gained upon us, and was within gun shot, when a large ship appeared on our larboard quarter, upon which the privateer hauled her wind, and bore away with crouded sails. The ship that thus timely appeared in our favour was a Portuguese frigate of 40 guns, sent out to cruise against three privateers that infest the coast, one of which she had taken. We arrived after this safe in the Tagus, where there were many English ships waiting for convoy.

[1] *London Chronicle,* October 26 to October 29, 1776.

JOHN EMERSON TO SILAS DEANE[1]

Bilboa Octr 2d 1776

– Capt John Lee of a Letter of Marque Schooner of eight Carriage & 14 swivel Gunns, belonging to my Friends Jackson, Tracy & Tracy of Newbury Port[2] (New England) arived here the Evening before last — On his passage he made Prize of 5 British Vessels and sent them back to America, one of them was a Transport ship mounted with 16 Carriage Gunns besides swivels & 18 Hands — Some of his Prizes are valuable: He brought in here the Masters of two of them, who have entered their Protests — A Person here who from motives of Intrest is inimical to America, has made use of those Masters Names to Petition the Commissary of the Marine Department here to stop the Vessel which he has accordingly done. In this Petition they represented Capt Lee to be a Pirate, although he is not treated as such here, but he is obliged to wait here for the determination of the Court of Madrid — I am not Knowing of any person being appointed Agent there since the Coloines have declared themselves Independant States — If there should be one there I must beg your influence with him in Capt. Lee's favour. — The matter will go forward, from hence properly represented by our good Friends Messrs Jos. Gardoqui & Sons as well as by the Commissary who Transmits in his proceedings a Copy of Capt Lee's commission & instructions. – I am Sir [&c.]

Extract Jn° Emerson

[1] Stevens, ed., *Facsimiles,* No. 587.

2. According to the Massachusetts bond, John Lee commanded the privateer schooner *Hawke,* commissioned August 10, 1776, and mounting only six guns with a crew of thirty, Mass. Arch., vol. 6, 77, 80.

3 Oct.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG[1]

Sir 3d October 1776

I have communicated to my Lords Commrs of the Admiralty your Letter of the 12 august last with its Inclosures, informing them that the *Hind* having struck the Ground coming into English Harbour which occasioned her to leak much, you had ordered her to be hove down to be examined as to the Damages she had received; and that having met with another Brigantine which, in a careful Survey, was reported to be fit to be made an armed Vessel you had ordered her to be purchased and the Naval Officer at Antigua Yard to draw Bills on the Navy Board for £ 750 Sterling the appraised Valuation of her, and had caused her to be commissioned and called the *Pelican* and appointed Lieutenant John Plummer Ardesoif from the *Hind* to command her and also Mr Billy Douglas to be Lieutenant of the *Hind* in his room; and in return I am commanded by their Lordships to acquaint you, that an Extract of so much of your said Letter relative to the said Vessel is sent to the Navy Board for their information, together with the Report of her Condition and, valuation to remain as a Voucher in their Office. I am &c

P: S:

By the Packet same day

[1] PRO, Admiralty 2/553, 46–47.

PHILIP STEPHENS TO VICE ADMIRAL JAMES YOUNG[1]

Sir 3d October 1776

I received on the 16h past by the *Argo* your Letter of the 24h of July last and immediately laid the same with its Inclosures before my Lords Commrs of the Admiralty

Their Lordships were greatly pleased to see, in your former Letter of the 1st of July that it was your intention to send the *Argo* to England with the Trade which were to sail in August and immediately communicated it to the Merchants concerned in that Trade that they might, regulate their Insurances accordingly, You will therefore readily conceive how much their Lordships were surprized and concerned to find by the Copy of the *Argo*'s Orders in the Inclosures abovementioned that instead of sending her to England with the Trade, you had left her Captain at liberty to part from them in the Latitude of 38° No and leave them to shift for themselves, which he accordingly did, and came to Spithead without one of them; a proceedure which has given great disgust to the Merchants and very justly, as it endangered their property and affected many of them in the Re-insurances they were obliged to make upon the occasion

Their Lordships cannot conceive what could induce you to depart from your original intention, so well founded respecting the Convoy abovementioned But to guard against any thing of that kind hereafter, they command me to signify their direction to you not to fail for the future in sending the Convoys home with the Trade to England

I have only to add that I received by the Conveyance abovementioned your Letter of the 31st of July relative to the Action which the *Shark* Sloop had with an american Armed Vessel near the Island of Martinico, and having laid the same with its Inclosures before their Lordships, Copies thereof were immediately transmitted to the Secretary of State for His Majesty's Information. I am &c

P: S:

By the Packet

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1. PRO, Admiralty 2/553, 47–49.

"Extract of a Letter from the Hague, Oct. 3."[1]

As the Placart which was published by the States General last year, prohibiting their subjects to carry arms or ammunition to the rebels in America expired a few days ago, his Excellency Sir Joseph Yorke presented a memorial this morning to their High Mightinesses, to desire a renewal of that Placart for another year, which it is not doubted will be complied with.

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1. *London Chronicle,* October 5 to October 8, 1776.

Lord Stormont to Lord Weymouth[1]

[Extract]
Most Confidential Paris Octr. 3 1776

. . . Not long ago Doctor [Benjamin] Franklin in a Letter to a french Gentleman with whom he corresponds from time to time upon Philosophical subjects, took occasion to say with that insidious subtlety of which he has given so many proofs, that as soon as the Independency of america was secured Her first object would be to open a great Trade with France and such as would be highly advantageous to both Nations.

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1. PRO State Papers, 78/300.

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4 Oct.

Philip Stephens to Sir Stanier Porten[1]

Sir 4th Octr 1776

Having laid before my Lords Commissrs of the Admty your Letter of the 6th instant with the Papers accompanying it relative to an Application from the Sieur Havre of Havre, to Lord Stormant His Majesty's Ambassador at Paris to be reimbursed the Expences incurred by the reception of thirteen English Seamen on board his Ship *Robust,* Benoist Master, lately arrived at Havre, the said Men having been in a forcible manner put on board that Ship in her Voyage from Martinico by a Rebel Privatier called the *Rover* Captn Rosseter of Boston: Their Lordships transmitted the said Letter and Papers to the Navy Board and directed them to take the same into their Consideration and to report what allowance they conceived it may be proper to make for the Subsistence of these Men, and in what manner it should be paid, Which that Board having done, I am commanded by their Lordships to send you herewith a Copy of their Report thereupon and at the same time to let you know, for Lord Weymouth's Information, that the Navy Board are directed to make an allowance of Six Pence a day for the Subsistence of Each of the said Men while on board the *Robust.* As also for the time it shall appear they have been, or may be subsisted on shore to such Person as shall be appointed to receive the same upon proper Certificates being produced for that purpose.

The same Allowance will likewise be made for their passage to England whether it be in an English or Foreign Ship: And therefore if they are still at Havre, my Lords hope that Lord Stormont will be desired to take measures for sending them to England as soon as conveniently may. I am &c

P. S.

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1. PRO, Admiralty 2/553, 50–51.

M. GARNIER TO VERGENNES[1]

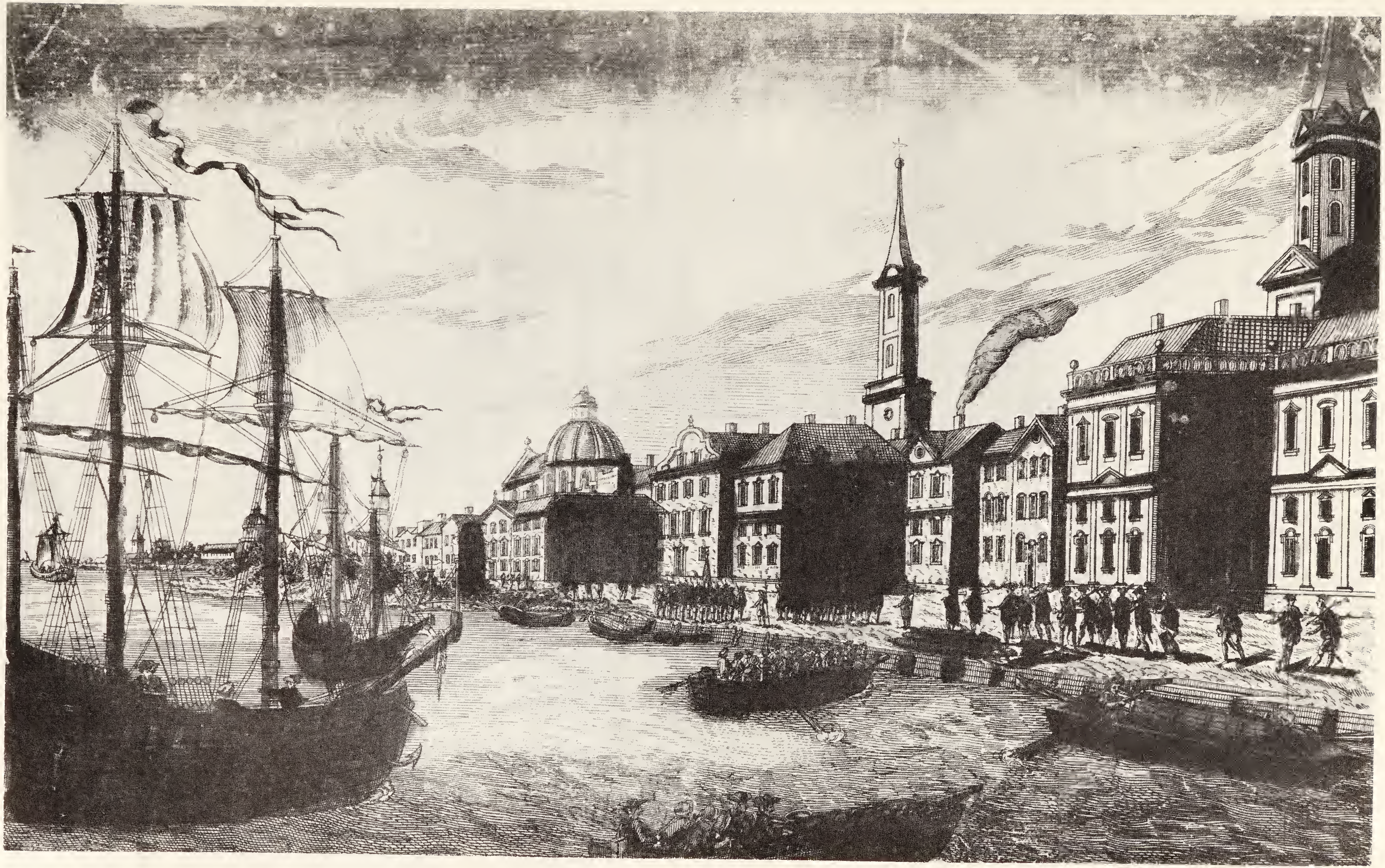
[Extract]
No. 57 London, 4 October, 1776

My Lord, I have received dispatch number 38 with which you honored me, dated the 28th of the month.

You are now sure that there was no action on Long Island before the 20th of August. Our news extends no further. It is very possible and much to be hoped that later news will arrive in France sooner than here.

Starting from the time of the arrival of the Hessians on Staten Island August 12 and calculating the time necessary as much to refresh troops tired from a long crossing as to arrange all of the campaign equipment so as to be under canvas upon unloading, it is not thought that any large action can occur before the month of September. It is probable that General Howe will want to start off with all of his strength, and in this case, 20 days are not too much for him to prepare for action. You will even see later, My Lord, that this is not enough to execute the plan of attack upon which it is said that the English general has decided.

Never has such a small island had so many ships assembled around it. At the departure of the last ship, there were no fewer than 500 sail there. Many people, upon hearing this, flatter themselves that the very view of this fleet will throw the enemy army into fear and confusion.



Dutch Conception of the British Landing at New York.

However, it does not appear that General Howe himself judges the situation in this way, since his last letter no longer makes any mention of the hopes he had in the preceding one about the favorable disposition of part of the colonies and of the numerous partisans of the Government. The troops have arrived and he now concerns himself only with the means of starting the operations of the campaign without loss of time.

The Americans can form no obstacle to it. Not yet having any fleet, they are necessarily on the defensive. It is even generally expected that, unable to resist such a large army of regular troops supported by a numerous fleet, they will be chased out of New York. The object of the English general is not to buy this victory too dearly. To do this, he intends to force them to abandon their fortifications without striking a blow, and here is the plan of operations which people are giving. Lord Cornwallis with a detached corps is supposed to go around Long Island, enter the Sound, and land at New Rochelle. This operation would require time, for many different winds are required to execute it. General Clinton will land on Long Island to carry the American outposts, and General Howe with the main part of the army is supposed to go up the Hudson to land in the area called West-Chester at a point corresponding, as much as possible, with the landing point of Lord Cornwallis on the other part of the coast. The two frigates which had sailed up the Hudson river, from which they were chased, yet stayed there long enough to reconnoiter the state of the defenses of this coast and make a satisfactory inventory of them.

And so there is the American army surrounded from everywhere and obliged to leave its fortifications to fight, that is, to be completely defeated. No one is examining whether General Howe would be exposing himself to being taken between two camps, for all the enemy forces are not shut up in the dead end of New York.

Such are, My Lord, the ideas upon which those persons who have not lost the habit of underestimating the enemy are nourishing themselves.

The first event can destroy all these conjectures, and we are awaiting any event with impatience. Other people assure everyone that the fate of New York must have been decided August 22nd. But I hardly pay attention anymore to these day to day conjectures and I will only believe well and duly witnessed facts. One certain one is that the American privateers have already in the course of this campaign gotten hold of 38 merchant ships returning to the West Indies. The last three, of whom we got word today, were taken by a privateer called the *Revenge*.[2] The price of insurance for ships coming from Jamaica is 20 Guineas p 0/0 and 18 for those coming back from the other Islands.

The lack of provisions which is starting to be felt in Canada forced General Carleton to free his prisoners, who numbered about 800. He also sent off the Indians who had sided with him, saying that he did not want to wage a war of that kind. The Government, which looks askance at this maneuver, feels that he took too much upon himself on this occasion. Provisions and munitions are being sent to Quebec without let-up. One hundred thousand pounds sterling have just been sent off to the same destination on a ship named the *Union*. Although it is armed with 16 cannons and eight swivel guns, they are not only insuring it, but giving 3 p 0/0 bonus.

A merchant of Bordeaux writes to his correspondent here that there are presently in that port 6 American vessels which arrived with cargoes of flour and which are preparing to arm in order to cruise at the entrance to the Channel.

. . . I had a trustworthy person ask the Comptroller of the Navy if there was any intention of impressing sailors soon, and he answered that there was no question of this. The secretary of the Admiralty, to whom the same question was put by one of the main ship constructors answered that no use would be made of this recourse for the American war and that before considering Pressing he had to construct several more vessels of 74 guns for the Admiralty.

1. AMAE, Correspondance Politique Angleterre vol. 518, LC Photocopy.
2. The Massachusetts privateer sloop *Revenge,* Captain Joseph White.

Marquis de Grimaldi to Prince Masserano[1]

[Extract] London, 4 October 1776

. . . Even admitting that Gen Howe might take possession of New York this year, he could not drive inland, and the only difference in the situation of the Regiments which were confined to Boston by the Rebels last winter is that they now have more ships to control the sea and receive the provisions sent to them here. . . .

It is said that Gens Carleton and Burgoyne have written from Canada that the Provincials have those Lakes covered with very well armed vessels; that those being readied to ferry the Royal Troops are few and not as good as the Provincial ones; that for this reason they must turn back and retreat to Quebec to obtain provisions. . . .

This trade is suffering from the many prizes the Americans have taken lately. It is said that an Irish Pirate chased seven English ships back to the shores of Spain and Portugal. More than 30 recently loaded English ships have fallen into Rebel hands. For this reason all merchant ships are arming and taking double crews, which makes it difficult to find seamen for war vessels. . . .

[1] AHN, Estado, Legajo 4281, Section 2, LC Photocopy.

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5 Oct.

Public Advertiser, Saturday, October 5, 1776

London [October 5].

The *Princess Royal,* from Jamaica, Captain Duthie, which was taken by one of the American Cruizers, and re-taken by his Majesty's Ship *Milford,* and carried into Halifax the 28th of September [*sic* July], is arrived off Dover.

Letter from Exeter[1]

Exeter, (England), Oct. 5. The ship *Bee,* Captain Wallace, of Topsham, was, on his return from the Grenades, met, and taken by an American privateer. On Captain Wallace's being carried aboard the privateer; he told the Captain his was the last vessel an American should have taken. On being asked for what reason, he replied, that his owner had kept him at home for twelve months, because he would not lett his vessel as a transport against the Americans. The American, doubting the truth of this relation, said, he thought Wallace endeavoured to impose on him, and if he found it so, would punish him severly for it; but sending an officer on board the capture to interrogate the men separately on the subject, and having the Captain's story confirmed by their united accounts he credited it, and said, although the vessel was then his, he would return ship and cargo, only supplying himself with such things as he wanted, and taking 50 bags of Cocoa, 20½ casks and a pipe of Madeira wine, discharged Wallace, wishing him a good voyage.

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[1] Almon, ed., *Remembrancer,* IV, 160–61.

AMERICAN THEATRE

From September 1, 1776, to October 31, 1776

AMERICAN THEATRE

From September 1, 1776, to October 31, 1776

SUMMARY

After the retreat from Long Island, Washington could not hold New York City, and the Continental Army fell back to defensive positions at Harlem Heights. Shortly after the withdrawal a devastating fire swept through the city.

Admiral Howe's domination of the waters surrounding Manhattan Island allowed British men-of-war to make probing missions in strength up the rivers, and to land troops at places of their choice. It soon became apparent that the enemy's intent was to cut off Washington from the rear thus preventing retreat northward or into New Jersey.

Farther to the north the contest for control of Lake Champlain reached a climax in the bitterly fought fleet battle off Valcour Island beginning on 11 October. The American squadron, commanded by General Benedict Arnold, was shattered. Crown Point was abandoned, and the remnants of Arnold's force reached Fort Ticonderoga. The vital lake route for the present was held by the British, but Sir Guy Carleton acknowledged that the "advanced season of the year" would cause him to retire to Canada for winter quarters. In defeat, Arnold had bought precious time which was to affect events at Saratoga the following year.

The new Continental Navy frigates were in various stages of construction, outfitting, or readying for sea. Seamen and cannon remained high on the shortage list. Privateering was on the upswing, and the lure of rich prize money contributed to the dearth of seamen for the Continental service. Great concern was felt for the two Continental frigates building at Poughkeepsie after British warships breached the obstructions in the Hudson River.

Some vessels of the original Hopkins' fleet were cruising, and the names of John Paul Jones and Nicholas Biddle were being heard more frequently as successful prize takers. On 10 October Congress fixed the seniority list for Continental Navy captains.

A quickening of State Navy activity was also much in evidence. And, in the West Indies, friction between the British and French intensified as the islands became increasingly significant depots for American supplies.

1 Sept. (Sunday)

JAMES LYON TO THE MASSACHUSETTS GENERAL COURT[1]

[Extract] [Machias] Sept. [1] 1776.[2]

I earnestly request you to send one of your frigates, or two or three of your ablest privateers to take the ship that infests our coasts, & clear the way for fishermen & coasters; & then perhaps some generous persons may be disposed to send us bread & take some of our lumber. I ask for a small army to subdue Nova Scotia, or at least that some person or persons, may have leave to raise men, & go against that Province, at their own risque. I believe men enough might be found in this county, who would chearfully undertake it, without any assistance from Government. The people this way are so very anxious about this matter, that they would go in whale boats rather than not go. Provided they might call what they took their own in common with the good people of that Province. I confess, I am so avaricious, that I would go with the utmost chearfulness. I hope, however, I should have some nobler view, for I think it our duty to relieve our distressed brethren, & bestow upon them the same glorious priviledges, which we enjoy, if possible, & to deprive our enemies, especially those on this Continent, of their power to hurt us. With these views the Committee of this place were petitioned for leave to go against that Province. And had our request been granted, in all probability, that Country had now been intirely ours, & vast quantities of provision would have been cut off from our enemies. . . .

[1] James Phinney Baxter, ed., *Documentary History of the State of Maine* (Portland, 1910), XIV, 379, 383–84, 385.

[2] The date is approximated. This letter, accompanied by one from Major Francis dated August 28, reached Watertown on September 10. It must, therefore, have been written in Machias about the first of the month.

MAJOR JOSEPH WARD TO GEORGE WASHINGTON[1]

[Extract] Boston 1 September 1776

I am sorry to inform your Excellency that Captain [William] Burke in the armed Schooner *Warren* on the twenty sixth of August was taken by a British Frigate about ten leagues without this Bay. Captain Ayers [John Ayres] in the armed Schooner *Lynch* was in Company with the *Warren* but made his escape, and brought this intelligence.

[1] Washington Papers, LC.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence,* CAPTAIN JABEZ WHIPPLE[1]

Remarks On Sunday Septr 1 1776.

att 6 AM Saw 5 Sail to Windard att 10 Do Saw 3 Sail to Leward Standing to the Southard Spoke With one of them out of Nantucitt 10 Days Nantucett Island Bore W by S. 18 Legaues

Destent, Wind Being head Stood to Southward Lattr Part Still In Company with the Brigg and Fishing men all Well on Bord [Observation 41.38]

This Fust Part Pleasent Weither Smuth Sea Still in Compeny with Brigg, the wind Enclines to the Westward

1. *Independence* Journal, RIHS.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE [1]

Gentlemen Providence Septr 1st 1776

I stoppd at Newhaven on Wednesday, and found the Brig *Hampden* near ready for the Sea as Mr Lawrence inform'd me all but Men and Officers which she had none – Captn [Hoysteed] Hacker had not got there I left Orders for him when he came, to get as many men as would be sufficient and come with the Brig to New London – I came to New London thursday Morning, did not find Mr [Nathaniel] Shaw at home but learn'd that the Schooner and Bomb Brig were both Sold with all their Stores[2] – So that at present I do not know of any Vessel that cañ be had that will answer – How Mr Shaw came to Sell them and their Stores, or by whose Orders I can't tell – I likewise found the *Cabot* was gone out on a Cruise. She had been gone out about a Week, and have no knowledge how long she is to Cruise nor by what authority Captn [Elisha] Hinman could undertake to go out, as he had my Orders when I left New London for Philadelphia not to go to Sea without he receiv'd Orders from the Marine Committee or from me – [3]

I came here yesterday – have not yet seen Captn Saltonstall, but hear the *Alfred* is about five miles below with about forty Men including Officers onboard – having Spared Some to Captn Biddle, and a Number to Captn Whipple, who sail'd on a Cruise in four days after he got home, with One hundred & Seventy eight Men onboard

As soon as I get a little over the Fatigue of my Journey, shall set myself about Manning the *Alfred* – Should be glad to know when I get her ready whether I may Send her out under the Command of her Lieutenant Mr Jonathan Pitcher, who I believe to be a prudent Capable Man – Should be glad of your Sentiments to know whether you approve of Captn Hinman's Sailing with the *Cabot,* as I believe he has gone without Orders from any Person – Mr [George] House who you appointed Lieutt of the Brig *Hampden* is gone out in the *Columbus* – If you think proper to appoint Mr Walter Spooner a second Lieutenant, that he may act as first until House gets onboard, I believe it will be best for the Service – I am Gentlemn [&c.]

E.H –

P S. I hear a Sloop of Dunmores is carried into the Eastward by one of there Privateers loaded with Tobacco –

1. Hopkins Letter Book, RIHS.

2. Schooner *Hawke* and bomb brig *Bolton*. See Volume 4.
3. Governor Trumbull and Nathaniel Shaw had urged Hinman to sail. See William James Morgan, *Captains to the Northward* (Barre, Mass., 1959), 61.

MASTER'S LOG OF H. M. BRIG *Halifax*[1]

Remarks off Flushing Bay Long Isld Sound
Sunday Septr 1st 1776

4 [A. M.] Mod and Fair sent the Boats as Before –[2] they Found in a Store belonging to Frans Lewis one of the Rebel Congress 19500 Wt of Tea and a Great Quantity of English and Scotch Goods

10 [A. M.] Boats Empd getting do on Board – pr Order of Captn [James] Ferguson[3]

Light Breezes and Fair W. at ½ past 1 Weighd and Turnd up to the *Brune* and *Niger* and Come too wt the Bt Br Veerd to ⅓ of a Cable. – at 6 Weighd and Run down to Whitestone and Came too abreast of Lewis's House –

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[1] PRO, Admiralty 52/1775.

[2] The boats had been employed the previous day in taking off cattle.

[3] Commanding H.M.S. *Brune*.

DIARY OF LIEUTENANT JABEZ FITCH[1]

[New York Harbor] Sund: Septr: 1st: In the Morning the Ship *Lord Rochford* Commanded by one Capt Lambert, hall'd along side of the *Pacific*, & the Prisoners were all Remov'd into her; where we soon found ourselves more crowded than we were in the other Ship (this not being more than half so Large) yet on some ac[coun]ts: we were much better accommodated than in the *Pacific:* . . . soon After we went on Board the *Lord Rochford*, She hove up, & some time this Day she fell down below the Narrows, among the Shipping from whence the Late Landing of the Troops at Flat Bush was performed; here we turnd in this Night; I rested but very Indifferent.[2]

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[1] Sabine, ed., *Fitch's Diary*.

[2] *Ibid.*, 35, Lieutenant Fitch was captured during the Battle of Long Island, and sent on board the transport ship *Pacific*.

MASTER'S LOG OF H. M. S. *Roebuck*[1]

September 1776 Governors Isld N E B W ¼ mile
Sunday 1st

A M. at 11 was fire'd on again from the Island[2] got under way in Order to Anchor close to the Battery but was order'd by the admiral to Drop farther from it, at noon Anchor'd in 10 fath. Governors Island ENE ½ a mile

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[1] PRO, Admiralty 52/1965.

[2] Governors Island in New York harbor.

"MUSTER ROLL OF THE [PENNSYLVANIA] ACCOMMODATION SLOOP *Hetty*, HENRY HOOVER MAS'R, FROM AUG. 1 TO SEP. 1, 1776."[1]

[Extract]

No.	Mens Names.	Station.	Time pay commenc'd.	Monthly pay.
1	Henry Hoover,	Masr	Augst 1,	£ 5 0 0
2	Daniel Morris,	Steward,	do.	3 15 0
3	John Thornton,	Clerk to all the Fire Fleet.	do.	6 0 0

I do certify on honour, That the Officers, Non Commission'd Officers and Privates, belonging to the Accommodation Sloop *Hetty* under my Command are bona fide engaged in the Naval Service of the Province of Pennsylvania, & receive pay according to the time mentioned, & the rank they hold in this Roll.

Henry Hoover

This Muster, taken from Aug. 1st to Sepr 1st, 1776, on board the Accommodation Sloop *Hetty*, commanded by Henry Hoover, of the Naval force in the Service of the Province of Pennsylvania. One Master, One Steward, & One Clerk.

Lod'k Sprogell, M. M.

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[1] *Pennsylvania Archives*, 1st series, V, 16.

CAPTAIN JAMES NICHOLSON TO THE MARYLAND COUNCIL OF SAFETY[1]

Gentlem Baltimore Septr 1st 1776

The bearer Mr Morris waits on you, with an Application to have Mr [Gilbert] Middletons privateer[2] Stop'd and examined for 4 Desirtors from the Frigate,[3] Circumstances are very strong that they are, or will be onboard her, for the particulars of which refer to him, this I hope you'll think necessary, for should there not be an example made of those, if to be found, 30 odd likewise from the Eastern Shore, I expect will leave her in the same manner

I have sent three Craft from this to wait your orders to get A Load of Coal. The first two went before I expected or shoud have W[r]ote by them, & the last was out of the way

The *Resolution* return'd here Yesterday, the Officer says by your direction The *Defence* has required so much Caulking, that I do not expect she can be down before the last of the Week, I am fiting & Victualing her Sufficiently to proceed to Sea, should you think proper to order her. I have found great difficulties in geting her about two Months Salt provisions and as I did not use your order in Philadelphia for that purpose (for the reason refer to Messrs Chace [Samuel Chase] & [William] Paca) you'll please to send by Mr [George] Turnbull £514. one Month[s] pay, which shall apply to pay the Ships Necessary disbursments. I am Gentlem [&c.]

James Nicholson

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1. Red Book, XII, Md. Arch.
2. Maryland privateer schooner *Montgomery,* commissioned September 5, 1776.
3. Continental frigate *Virginia.*

WOOLSEY & SALMON TO JOHN PRINGLE, PHILADELPHIA[1]

Dr Sir [Baltimore, September 1, 1776]

We wrote you the 27th last Month to which refer. Since have Recd your favrs of the 24th & 27th Augt and note the Contents & Shall do as you Direct about Jones Bill as yet we have not got you a Small Vessell Neither is there any probabillity of getting a Master for them nor yet for the Brig. however we Expect a Sloop every day here & its probable we Shall buy her for you tho we Know not where we Can get a master for her, Ridly is so farr Engge'd that we think he Cannot get off. tho the Brig had like to tempt him if you think of Loading the Brig you may Determin now as none of those people applyed to purchase her but you must Send a Master for her. however that will be no loss as we Can yet have her loaded & Rigged without a Capt Sailors we also have. Russells Boat is Charterd to go out again & you may become an adventurer in her She goes from your place let us Know how much gold you will put in her, & what goods you will Ship at Statia beside. Will you advance us fifty pounds in Statia if you do we will allow you for it as much as your use Should please let us Know and how much you will Expect for it here. A privateer Just lanched here will Carry fourteen Guns we think we Could get you half a Share if you like it let us Know. if you will be of any Service to S. Woolsey you will oblige us much we wish he Could get Released and to his family tell him G. W. will write him Soon, Please to buy from Russell for us Some of the Nutmeggs Say 12 lb we hope that when the Prize Ship is Sold you will be able to buy us Some Sugar as low as three pounds Indeed G. W. Se[e] Some Sold in Barrells when he was up at £3.10.0 so we think the prize must make it lower we have reserved but four Hhds of Country Rum for you the[y] not being all Sold as we Intended to make up this Difecincey of the W. I. Rum only Nine Hhds left of that and when we Ship Some for you we think the rest will sell we have not yet Heard from Dixon nor Seen his boat nor have we been able to get a boat for you yet however the first boat we Can get, which we think will be soon we Shall load with Rum Sugar & Coffee for you to run. we now Inclose you C. Hughs bond & we wish neaver to have any More business to do with him as he Does not Understand when he is well treated We are Sir [&c.]

Woolsey & Salmon

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1. Woolsey & Salmon Letter Book, LC.

Bill Against the Prize Schooner *Betsy*[1]

1776 Schooner *Betsy*	Dr
Septr – To Cash paid John Lynch for Schooner *Betsy* then lying High on Dry Land at Low water, the Tide Ebbing from & flowing into her—P[e]r Bill of Sale—Jno Lynch bought her of Carey who came in her from Dunmores Fleet – & Carey who was Seized by Colo[ne]l Forrest with the Vessell had Liberty from the Council of Safety to sell her –	£ 65..–..–
To money paid for getting her off—New planking her Bottom—repairs & Materials Vizt: – as per particulars –	57.15.10
To Provisions for a Week found for the Carpenters & Seamen before they went to Board & Liquor found them	
To Old Sails and many Materials found for repa[i]ring the Vessells Sails to equip her which are not Charged in my Account –	
To Richard Masons Labour – Expences & attendance in getting her off, purchasing, fitting and repairing her not Charged in my Account	
To many artic[a]ls Omitted –	
To Interest for Outlay of purchase Money and Repairs & Materials –	
To Salvage & Expences Attending Court—fees &c –	

[Endorsed] the above provided the Vessell is decreed to Guy –

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[1] Admiralty Court Papers, 1776–1781, Box 1, Folder 1, Md. Arch.

Lieutenant Colonel Robert Bisset to Governor Patrick Tonyn[1]

Sir

I this minute received your letter to Andrew Turnbul: This Information is very alarming especially with regard to Doctor Turnbul's people, a great many of whom woud certainly Join them [the Americans]; And the Plantations have neither arms nor ammunition, either to defend themselves or to endeavour to prevent their landing at Smyrnea –

They can only come in with boats as our Barr has not water enough for the Draught of any Private[er] which must be built sharp for sailing; So that I think our Plantations not in great danger, as we can get our Negroes out of the Way. — If such an event shoud happen most probably those that joined them of the Smyrnea settlements, woud endeavour to plunder our Plantations: — However I have great confidence in the badness of our bar, which I hope will deterr them from attempting anything here. I shall sett out immediatly for Smyrnea & will make the best disposition I can for the defence of the Place, by arming those we can trust & disarming the suspected, – I shall accquaint all the Plantations and put them on their Guard.

We are much obliged to Your Excellcy for this early information, which shows your attention to the good of the Province & the security of the Property of the settlers. I have the honour to be with Great respect [&c.]

Rob Bisset

Palmerina Sepr 1st 1776.
[First endorsement] Col – Bisset 1st Sepr 76 Rd – 2d Sepr
[Second endorsement] Colonel Bisset to Governor Tonyn In Govr Tonyn's (No 23) of 8th Septr 1776.

1. PRO, Colonial Office, 5/556, 771–74.

ANDREW TURNBULL TO ARTHUR GORDON[1]

(Copy) Smyrnea Septr 1st 1776 –

Sir. Yours of the 29th of last Month came to hand this morning by the Govrs Express–I cannot help being a good deal alarmed at this bold stroke of the American Privateer, particularly as the Govrs letter informs me that she is come Southd and has Warner the Pilot on Board–If she should make her appearance of[f] this Barr I will and can easily secret our Negroes by sending them down the Indian River or back into the woods, but cannot say what might [be] the consequence regarding the white people, as there is a good number of them at present a little discontented, and I am fully perswaded would Join the Rebels immediately on their landing at Smyrnea–I therefore beg you and Mr Penman would make application to the Govr and Commanding Officer at St Augustine to reinforce the party here with a few more men if it is eight or ten only, for it is absolutely necessary, if it was for no other end but keep our own people a little more in awe–If this cannot be done I see plainly they will grow very insolent and unruly from the Georgians being so successful in their excursions in this Province.
[Endorsed] Copy. Extract of a letter from Mr Andrew Turnbull to Arthur Gordon Esqr In Govr. Tonyn's (No. 23) of 8th Septr 1776

1. PRO, Colonial Office, 5/556, 767–70.

ST. GEORGE TUCKER TO THOMAS NELSON[1]

[Extract] [Bermuda, September 1, 1776][2]

On the 22d of Augst a Brigantine belonging to Dr Campbell of Virga which had been detained by Lord Dunmore for several Months & was dismissed by him on his leaving Virginia (with a number of other Vessels) was taken in sight of this Island by Capt: Biddel [Nicholas Biddle] of the Continental Brigantine *Andrew Doria*. Lord Dunmore on dismissing the Brig having given her a Pass to avoid being taken by the British Vessels of

War Capt: Biddle considered her as a prize—but not thinking the vessel worth sending to the Continent to be condemned took off a considerable Quantity of household furniture & other Effects which had been put on board by the Dr's Clerk when Norfolk was burnt (the Dr himself then being at Wmsburg) agreeably to the enclosed Account—the Saylors with a Wantoness which those people are generally apt to exercise on such Occasions destroyed many other Pieces of furniture such as Desks, Dressing Tables, Chests of Drawers &ca which are not inserted in this Account, and then dismissed the Brig —[3]

The Character which Dr Campbell supported in Virga and the Conduct which in the present disputes between Great Britain & America he has uniformly observed I flatter myself will justify me in observing that he has ever demonstrated himself to be the friend of that Country where he has resided for many Years with universal Esteem—The Convention of Virginia were sensible of this and acquitted him honourably of the charge which was brought agt him . . .

After this summary state of Facts, I presume you will be of Opinion that the Dr's Property was by no means to be considered as subject to continental Confiscation, since he cou'd be considered in no other point of view but as a friend to America. This Loss added to his former, in the Destruction of Norfolk, to the Amt of above £10,000 falls extreemly heavy on a Man whose Misfortunes were unmeritted as inevitable — Permit me then, sir, to sollicit your friendly Interposition in his Behalf in Congress in order to procure such a Compensation for his Loss as that honourable Body shall think reasonable upon Consideration of the Circumstances of his Case. . . .

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[1] Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

[2] *Ibid.*, date of letter and the recipient established by the text of an accompanying letter to John Page of Virginia.

[3] The brig *Maria*, John Marshall, master, bound for Bermuda. William Bell Clark, *Captain Dauntless, the Story of Nicholas Biddle of the Continental Navy* (Baton Rouge, 1949), 146–47. Hereafter cited as Clark, *Captain Dauntless.*

JOURNAL OF H. M. S. *Seaford*, CAPTAIN JOHN COLPOYS[1]

August 1776	At Sea Latite in 26:02 North
Saturday 31st	At 5 A M hoisted a boat out & sent her on board a Schooner from Surinam bound to Newberry. Sent a Petty Officer & Six hands on board her took her hands Out. At 10 A M made Sail, parted Company with the Prize. Light breezs & fair Wr
September	at 6 P M Saw a Sail to the NE
Sunday 1st	At 5 A M Saw a Sail to the No wd gave chace, at 12 A M hoisted a boat out & sent on board the chace, proved to be a Sloop from Newburry to St Cruiz [pu]t an Officer and 5 Men on board & took her hands out.

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[1] PRO, Admiralty 51/880.

2 Sept.

CONDEMNATION IN VICE ADMIRALTY COURT OF THE PRIZE SLOOP *Sally* [1]

Nova Scotia Court of Vice Admiralty

Cause.
Henry Bellew Esqr Commander of his Majesty's Ship of War *Liverpool* V.S. a Sloop call'd the *Sally* and Cargo.

Tuesday 13th Augst 1776.

Libel Filed and entered order made thereon as on file.–

Hugh Goold Purser of his Majesty's Ship *Liverpool* being duly Sworne deposeth that on or about the 27 day of July last Captain Bellew in the said Ship took the Sloop *Sally* at Sea off of Nantucket Shoals Loaded with Bale Goods from Hamburg, that the Papers found on Board were given by the Deponant to William Nesbitt Esqr his Majesty's Attorney General. That the said Sloop [*sic* ship] at present is at Head Quarters near New York. – (Sign'd) Hugh Goold

Thomas Mullock mate of the Sloop *Sally* being duly Sworne Confirms the above deposition, and says she was bound for New York, but her Papers Cleared her out for St Eustatia

Thomas Mullock

Sworne before me this 16th day Augst 1776.
before me Charles Morris junr Regr –

Papers filed as on file

Monday 2d Septr 1776 –

Court open'd by makeing Proclamation as usual Proclamation again made for all Claimers to appear & assert their Claims & Defend their Rights to the Cargo of the Sloop *Sally* none appeard The Advocate General then moved for a Decree which was pronounc'd as on file whereby the Cargo of the said Sloop was Condemn'd as Lawfull Prize to the Captors thereof – [2]

Court Adjourn'd without Day in this Cause –

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1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.
2. *Ibid.*, this date the sloop *Swan*, schooner *Neptune*, and a brigantine, name unknown, were also declared lawful prizes of H. M. S. *Liverpool*.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT[1]

[Watertown] Monday Sept 2d 1776.

Petition of Jona Eddy, Wm How, & Zebulon Rowe for themselves & Friends in the County of Cumberland Nova Scotia, setting forth – That the Enemy are repairing the Forts in that Province to the great detriment of the Inhabitants in sd County, whch can be of no other End, but to keep the Inhabitants in Subjection to their Tyrannical Measures, &c That the far greater part of the People at Nova Scotia are greatly concerned about it, &

has been the cause of many to leave their Estates to be Confiscated, & come over to this State, and will cause many more to leave their Homes unless they Can have some supplies, and Assistance. That if they could be supplied with Necessaries, such as provisions, and Ammunition with a small number to join their Bretheren there, they Could destroy their Enemies Forts, & Relieve their Bretheren by Permission from this Hon: Court for so doing, or in any other way &c.

Resolved, That the Commissary General be, & he hereby is Directed to Deliver to Jona Eddy, William Howe, & Zebulon Rowe, Two hundred pounds weight of Gunpowder five hundred weight of Musket Ball, three hundred Gun flints, & twenty barrels of Pork taking their Obligation to be Accountable for the same, when Called for by Order of this Court.

Whereas by a Resolve past by the General Court the 29th April last, the Officers of Vessells in the Colony Sea service, were allowed to inlist Men out of the Companies raised for the defence of the Sea Coasts, and the Officers of the said Companies were thereby directed to permit any of their Men to Inlist into the Colony, & Continental Sea service only, and to Inlist others to supply vacancies occasion'd thereby as soon as may be.

And whereas such Liberty or allowance, which was the[re] given to the Officers of Vessells in the Colonial, & Continentall Service, has been found to be very detrimental; having weakened, & very much Exposed to the En[e]my, many of our Harbors, & Towns on the sea Coasts; And many of the Officers of the Sea Coast Companies, after much expence of Time, & Money to raise their Companies have had their Men taken from them, to their great loss & damage, & thereby been discourag'd from further recruiting; and some parts of the Sea Coasts may if this practice is allowed, be left destitute of all defence, & thereby become a Harbor for our Enemys, which would not only further distress our Trade, but involve us in many other difficulties. – Therefore –

Resolved, that the aforesaid Resolve of the 29th April, be & is hereby discontinued & made null, & Void.

In Council Resolved, that a Committee of suitable persons be appointed immediately to repair to the State of New Hampshire, & apply to the Government there, & if practicable, with the Loan of as many Cannon as can be spared from this State, to effect the fixing out the Continental Ship now under the direction of Mr [John] Langdon, and to take immediate measures that such number of Cannon, & other necessaries, as without distressing this State may be lent to the Continent, may be safely, & expeditiously transported to Portsmouth – This Ship to be fixed out for the purpose of Attacking the *Milford,* or other Ships of War distressing our Coasts – And in case said Ship can within any reasonable time be equipt for the Sea –

Resolved, that two, or more Colony Arm'd Vessels be directed to Act in Concert with her – and that the Comtee be, & hereby are empowered, to engage as many Sea Coast Soldiers, East of Boston, as may incline to enter for said Service, and in general to do every thing necessary for effecting the aforesaid purpose – And that the pay of the Sea Coast men continue, in Addition to the Emoluments of the Sea Service – the sd Cannon, & other Articles that may be lent as aforesaid to be returned as soon as the Cruise shall be over, or as soon as they shall be called for by this Governmt

In the House of Representatives Read & Accepted & Oliver Wendell Esqr & Capt George Williams with such as the Honl Board shall join are apptd a Comtee for the purpose therein mention'd –

In Council. Read & Concurr'd & Benja Greenleaf Esqr is joined. –

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1. Mass. Arch., vol. 35, 190, 195, 196.

PETITION FOR COMMISSION FOR ELEAZER GILES TO COMMAND THE MASSACHUSETTS PRIVATEER BRIGANTINE *Retaliation* [1]

To the Honble the Council of the State of Massachusetts Bay, the Petition of Josiah Batchelder jr & Co Humbly Sheweth,

That your Petitioners have fitted out & Acquipted the Brigt Calld the *Retaliation,* for a Privateer, to Cruize on the Enemies of the United States of America, and having conformed to all the Resolves & Regulations of the Honble the Grand American Congress, & of the General Court of this State Relative to fitting out private Ships of War Humbly pray that your Honnors would be pleased to Commisionate the within Named Persons, with full Power to proceed on Their Cruize &c and your Petitioners as in duty Bound Shall Ever pray, in behalf of himself & Co

Jos^{i} Batchelder Jr

An Account of the Brigt *Retaliation* Stores & Appurtinances as Followeth—vizt –

Brigt *Retaliation* about Seventy five tons
Ten Carriage Guns from four to two pounders
Nine Swiv[e]l Guns—
Josiah Batchelder junr & Co of Beverly Owners
Eleazer Giles—Captain
Thomas Stephens junr first Lieut
John Procter junr Second Lieut
Seventy Men –
Fifty Barrils Beef & Pork
Four thousand wt Bread
Four Quintalls Fish
Six Jarrs Oyl
ten Bushels Potatoes
five hundred wt Powder
Eighty wt Musket Balls
four hundred Cannon [Shot]
Twenty five Small arms
Thirty Cutlasses –
Ten La[nc]es

These May Certify that the above is a True Acct of the Brigantine Called the *Retaliation* to Gether with her Stores Appurtinances & Acquipment &c. Beverly Septr 2d 1776.–[2]

Jos[i] Batchelder Jr

[Endorsed] In Council [Watertown] Sept 4[th] 1776 Read & Ordered that the Above mentioned Eleazer Giles be commissionated as Comr of the Brigt *Retaliation* he complying with the Resolves of Congress –

Samuel Adams Secry

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1. Mass, Arch., vol. 165, 204, 205.
2. *Ibid.*, 198, on September 2 the Council issued a commission to Isaac Soames of the privateer sloop *Union* owned by John Winthrop, Jr. of Boston.

JOURNAL OF H.M.S. *Liverpool,* CAPTAIN HENRY BELLEW[1]

Septr 1776 C: Codd N W 6 Leags

Sunday 1 First and latter fresh Breezes and hazey midle modr and Clear at 3 PM gave chace to a sail No ward – at 5 carried away Fore Topmast studding sl yard. Fired at the chace. brot too found her a Schooner from old York to the West Indies with Lumber empd getting part of her cargo onbd Prize in Co

Mondy 2 Modr Breezes took all the sails Rigging &c out of the Schooner and set her on Fire

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1. PRO, Admiralty 51/548.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence,* CAPTAIN JABEZ WHIPPLE[1]

Remarks on Monday Septr 2. 1776

Middle Part Fresh Breeses a 12 A M Crost The Great Ripp at 6 A M Made the Land Bareing West Distance 3 Leagues In 8 Fathem Warter Sowtheble Head Makes Very hie One Part Markes Likes Scrub Oakes the other Part White Sand Saw 3 Wind Miles A Cross the Low Land & Saw the Town Land Making Longger then It Is Lade Down a Sandy Poynt Making for 3 Homaks [hummocks]

Latter Part Plesant All Hands Well on Board

The Fust Part Pleasant Weither Smuth Sea

At 6 P M, Came to Ancher In Company With one Franch Sloop one Prise Brigg Belonging to the *Cabbath*[2] and our one Prise Brigg,

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1. *Independence* Journal, RIHS.
2. Continental brig *Cabot.*

Commodore Esek Hopkins to George Washington[1]

Sir Providence Septr 2nd 1776 –

I am Order'd by the Marine Committee to get the Valuation of the Stores that I brought from New Providence, and as part of them was sent to New york by your Order should be glad you would Order Mr [Henry] Knox, or some other of your Officers to put a Value on them, and order them to transmit such Valuation to me as soon as Convenient –

Sir Should be extremely oblig'd to you if you have Settled a Cartell with Admiral or General Howe, if you would endeavour to get one Mr Henry Hawkings, who was taken out of the Sloop *L'amiable Marie* Peter Douville Master the 20th May last, off Shrewsberry Inlet near Sandy Hook, and I believe is now onboard the *Phoenix,* and I hear acts as a common hand – he is young man and a near kinsman of mine, and his Father and Mother are very A[n]xious to get him Exchang'd.

I can send a Prisoner of almost any Rank that may [be] required for him.

Your assistance in this matter will very much oblige Sir [&c.]

E. H.

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[1] Hopkins Letter Book, RIHS.

Commodore Esek Hopkins to Lieutenant James Josiah[1]

Sir Providence Septr 2nd 1776 –

I receiv'd your Letter yesterday—have enquired and find Mr Charles Elden is now at North Hampton—make no doubt but shall be able to procure him as soon as Captn Symonds [John Symons] has leave to Exchange you – please to let me know by a line and I will send Immediately for him and send him to Block Island if Captn Symonds gives his Word a Boat may come Safe –

There is a number of Officers Prisoners now in this Government—if there is any more Men onboard that belong'd to the Continental Fleet, should be glad to Exchange them. –

I have applied to Congress and they have given General Washington directions to get you Exchang'd if in his power with Admiral Howe – I am Your Friend

E. H.

To Mr James Josiah
onboard the Ship *Cerberus,* off Block Island –[2]

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[1] Hopkins Letter Book, RIHS.

[2] Josiah was on board the prize transport *Crawford* when she was retaken by H. M. S. *Cerberus.* See Volume 5.

Journal of the Committee Appointed to Build Two Continental Frigates in Rhode Island[1]

[Providence] Sepr 2.

Voted That a Letter be wrote to the Navey Board at Philadelphia Recommending Abraham Whipple Esqr (now of the *Columbus*) to be appointed Captain of the Ship *Providence*. and that Mesers William Russell and Jabez Bowen write by the next Post.

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[1] Journal R. I. Frigates, RIHS.

Appointments of Officers Made by the Committee Appointed to Build Two Continental Frigates in Rhode Island[1]

[Providence, September 2, 1776][2]

Appointments.

James Eldred –	South Kingstown.	Midshipman.	May 27, 1776.
Samuel Shaw.	Bridgewater.	Midshipman.	June 14, 1776.
William Jennison.	Mendon	1st. Lieut. Marines if he enlisted 25 men.	June 14, 1776.
James Sellers –	Dartmouth	3d. Lieut. if he enl. 12 men –	June 14, 1776.
Paul Hathaway.		3d. Mate if he enl. 6 men.	June 14, 1776.

Appointments – Sloop *"Providence"*

Capt. Wm. Barron	Newport –	Master –	May 22, 1776.
Silas Devol.	Tiverton.	Capt. of Marines.	June 20, 1776.
William Barron.	Newport.	1st. Lieut.	June 20, 1776.
Benjamin Page.		3d. Lieutenant –	June 20, 1776.
Seth Chapin.		2d. Lieut. Marines	June 24, 1776.
Avery Parker.		1st. Lieut. Marines if he enl. 33 men	June 26, 1776.
Thomas Bowen.		Midshipman.	June 26, 1776.
John Channing.		2d. Lieut.	June 26, 1776.
Nicholas Easton Gardner.		Midshipman.	June 26, 1776.
——Tanner.		Midshipman.	Aug. 23, 1776.
Benjamin Dunham.		2d Mate.	Aug. 23, 1776.
Abraham Whipple.	To be Capt. recommended.		Sept. 2, 1776.

Appointments. Sloop *"Warren."*

John Grannis.	Capt. of Marines –	June 14, 1776.
George Stillman.	1st. Lieut. Marines.	June 14, 1776.

Barnabus Lothrop.	2d. Lieut. Marines.	June 14, 1776.
James Sellers.	2d. Lieut.	June 20, 1776.
Niles Christian.	2d. Mate.	June 20, 1776.
Lemuel Carver.	Midshipman.	June 26, 1776.
Ebenezer Allin – Rochester.	Steward.	June 26, 1776.
William Dunton.	Midshipman.	June 26, 1776.
William Comstock.	Midshipman.	June 26, 1776.
Niles Christian	Chief Mate, if he signed articles "to-morrow"	June 26, 1776.
Simon Dunbar –	Midshipman.	June 26, 1776.
Samuel Knap.	Chief Cook.	June 26, 1776.

1. R. I. Arch.
2. The date used is that of the last appointment on the list.

CHARTER AGREEMENT FOR THE RHODE ISLAND SLOOP *Diamond*[1]

This Agreement or Charter party made between Nicholas Cooke Esquire of Providence Owner of the Sloop *Diamond* burdened Eighty Seven Tons and two thirds of the One Part and John Jenckes of said Providence Merchant who acts in this Matter (together with the said Nicholas Cooke) for and in Behalf of the State of Rhode Island &c of the other Part Witnesseth That the said Nicholas Cooke hath letter unto Freight to the said John Jenckes for the Use of said State the aforesaid Sloop for a Voyage from said Providence to the West-Indies and back and that the said Nicholas Cooke shall be at the Expence of keeping her in good and customary Repair during the Voyage.[2] In Consideration whereof the said John Jenckes on the Part of said State shall pay unto the said Nicholas Cooke for the Hire of said Sloop at and after the Rate of Seven Shillings and Six Pence lawful Money a Ton by the Month for the whole Time she shall be in performing said Voyage to be computed from this Day until she shall be returned back and redelivered to the said Nicholas Cooke And the said John Jenckes in Behalf of said State shall wholly risque said Sloop in all Cases and in Case of Loss shall pay to the said Nicholas Cooke Eighteen Hundred Dollars for her with Interest from this Time but in such Case shall not pay any Hire Money And further in such Case of Loss the said John Jenckes for sd State shall be at the Expence of all Repairs from this Time.

Witness the Hands and Seals of the Parties interchangeably
September the Second 1776 Nich^{s} Cooke
Witness John Jenks
John Dexter Jon^{a} Jenks Junr

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[1] Maritime Papers, Revolutionary War, 1776–1778, R. I. Arch.

[2] The *Diamond,* William Waterman, master, cleared Providence September 10, 1776, "for the Foreign Islands in the West Indies," with a cargo of "500 bbls Flour, 40 bbls Pickled Fish, 5000 Bunches Onions and 100 Boxes Sperma Coeti Candles." Account of Permissions granted by his Honor the Governor, R. I. Arch. The voyage was to Martinique, and a receipt on the back of the agreement shows an undated payment to Nicholas Cooke of £600 by the State Treasurer when the voyage was completed.

CLAIM OF CAPTAIN WINGATE NEWMAN FOR A SHARE OF THE PRIZE SHIP *Star & Garter*[1]

State of Rhode Island &c Court Maritime	Before the honble John Foster Esqr Judge of sd Court

Libel of Wm Chace vs Ship *Star & Garter*

Be it remembered that on the second Day of September in the Year of our Lord one thousand seven hundred & seventy six Philip Moore of Philadelphia in the State of Pennsylvania Mercht comes into Court & in Behalf of Wingate Newman Commander of the armed Brigt called the *Hancock* & the other Officers Marines & Mariners belonging to said armed Vessell & the Owners thereof claims a Part of the Ship *Star & Garter* in the Libel of said Chace said to be taken by the sd Chace – & the said Moore says that the same Ship was taken in the high Seas as set forth in said Libel by the said Chace but with the Aid & Assistance of the sd Brigt *Hancock* & jointly with her & being so taken was brot into Providence, in sd State of Rhode Island & the sd Moore further says that the same Brigt *Hancock* was a Vessell of War duly commissioned by the honble the continental Congress to cruise against the Enemies of the united States of America at the Time of said Capture wherefore he prays that the same Ship her Cargo & Appe[r]t[e][nance]s may be decreed by this honble Court to be divided between the said armed Vessels in Proportion to their Men & Guns as the Law directs–

Ph: Moore Agent –

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[1] Admiralty Papers, vol. 9, 1776, R. I. Arch. The document is endorsed: "N.B. this Claim was not inforced."

Newport Mercury, MONDAY, SEPTEMBER 2, 1776

Newport, September 2.

Last Thursday arrived here, in about 18 days from St. Lucia, the brig *Ludlow-Castle,* Capt. Darling who informs that, a little before he sailed, there was a warm engagement in the West-Indies, between an American privateer, name unknown, and the British sloop of war, named *Hawke,* a well-known bird of *prey;* in which the *Hawke* was so much damaged, that she was obliged to make the best use of all her wings, to escape the American bird of *justice;*[1] which we must confess, has not had that agility of motion necessary for the detection and ample punishment of the enemies to this country: –Otherwise many a rascal who fled hither, to prevent being hanged in his own country, and some natives among us, would have had much longer *necks* before this day.

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[1] Seems to be a truly fanciful account of the engagement between the Continental ship *Reprisal* and H. M. Sloop *Shark.*

Connecticut Courant, MONDAY, SEPTEMBER 2, 1776

Hartford, September 2.

The Continental Frigate[1] now building at Chatham, is to be launched on Thursday next.

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[1] *Trumbull.*

JOURNAL OF LIEUTENANT WILLIAM DIGBY[1]

[Isle aux Noix]

Sep. 2. I went on duty to St Johns, and was present at the launching of the *Carlton schooner* she was compleat in guns &c &c and the command of her given to lieut. Decars of the navy.[2]

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[1] Manuscript journal of Lieutenant William Digby, Additional Ms. 32413, BM. Hereafter cited as Digby's Journal, BM. Published under the title *The British Invasion from the North, The Campaigns of Generals Carleton and Burgoyne from Canada, 1776–1777, With the Journal of Lieut. William Digby of the 53D, or Shropshire Regiment of Foot.* Illustrated with Historical Notes by James Phinney Baxter (Albany, N.Y., 1887; reprinted, New York, N.Y., 1970).

[2] Lieutenant James Richard Dacres.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES[1]

[Extract] Willsborough Septr 2d 1776

Dear General I intended sending the foregoing from Button Mould Bay,[2] but waited for a Boat that I had Sent to this place . . . yesterday at Noon we left Button Mould Bay, & arived here last night. before we passed the Split Rock we Saw two Sail a Stern which, we suposed were the *Lee,* & a Gondola, they have not yet Joined us, we Are now under way with a Fresh Southerly breeze & expect to be at the Ile Ta'te before night. I hope soon to have it in my power to send you a very full Account of the Strength of the Enemy by Sea & land I hope no time will be lost in forwarding, the three Gallies, when they have Joined us, I am very Confident, the Enemy will not Dare attempt Crossing the Lake—I beg my Congratulatory Comps to Genl [Arthur] St Claire on his promotion—when the Enemy drive us back, to Tyonderoga, I have some thoughts of going to Congress, & beging leave to resign, – do you think they will make me a Major General—*(Entre Nous)* . . .

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[1] Gates Papers, Box 4, NYHS.

[2] Arnold's letter of August 31.

MASTER'S LOG OF H. M. BRIG *Halifax*[1]

Remarks as Before [off Flushing Bay, Long Island Sound]

Monday 2d of Septr 1776

2 [A. M.] Came on Bd 4 Deserters from the Rebel Army Sent them to the *Brune*

4 [A. M.] Do W. [Moderate and Cloudy] Empd Sending Onshore the Furniture and Stock (belonging to Francis Lewis one of the Congress) to the Place taken from –
8 [A. M.] Do W. Empd as Before
12 [M.] Fresh Breezes and Fair Empd as Before and getting On Board Water
2 [P. M.] Little wind and Fair, Empd Landing the Goods &c at Whitestone, and Getting on Bd Water
6 [P. M.] Weighd and Came to sail and Turnd up and came too of[f] Little Laurences Point.

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1. PRO, Admiralty 52/1775.

Memoirs of Major General William Heath[1]

[New York, September] 2d. They [the British] ran a ship past the city up the East River: she was several times struck by the shot of a 12 pounder, which was drawn to the river's bank. Major [John] Crane of the artillery was wounded in the foot, by a cannon shot from the ship. It was now a question whether to defend the city, or evacuate it, and occupy the strong grounds above. Every exertion had been made to render the works both numerous and strong; and immense labor and expense had been bestowed on them; and it was now determined that the city should be obstinately defended.

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1. Abbatt, ed., *Heath Memoirs,* 50.

Master's Log of H. M. S. *Roebuck*[1]

September 1776 Governors Isld ENE ½ mile
Monday 2d A M. Mann'd a flat Boat & sent to assist in landing some troops on Governors Island which they took Possession off

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1. PRO, Admiralty 52/1965.

Diary of Lieutenant Jabez Fitch[1]

[On board the Prison Ship *Lord Rochford*]

Mond: the 2nd [September] Some Time in the Morning the Comasary came on Board again, & gave us to Understand that the Officers would soon be provided with a Ship by themselves; He also gave us Liberty of the Use of Pen & Ink, under the Inspection of our Commanding Officer, which Priviledge we had not yet been Allow'd since we came on Board

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1. Sabine, ed., *Fitch's Diary,* 38.

DIARY OF DR. THOMAS MOFFAT[1]

[On board H. M. Sloop *Swan* at Sandy Hook]

Monday Septr 2d 4 o clock in the morning by Lieut Dowie receivd advices that in the night of Thursday Agust 29th the Rebels had evacuated Brookland and Red Hook leaving military stores and their provision behind. The morning of the 30th the King Troops posessd both. The Rebels also evacuated Govrs Island. Lord Howe in the *Eagle* with several Capital ships & frigates are off Gov[erno]rs Island within random shott of N York. Sullivan is sent to Philadelphia on parole to negotiate an Exchange For General Prescot.[2] Ninety six Rebel officers are prisoners. General Howe is gone to the Eastward with 12000 Troops. Great Division prevails in [New] York among the Southern and Northern Rebels. The Southward officers now prisoners have petitiond Lord Howe to be separated from the N England Rebels and they are now kept in Different vessells in consequence of that application.

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[1] Thomas Moffat's Diary, LC.

[2] Brigadier General Richard Prescott taken at the Sorel, on the St. Lawrence, in November 1775.

CONTINENTAL MARINE COMMITTEE TO DANIEL TILLINGHAST[1]

Sir [Philadelphia] September 2nd 1776

The Secret Committee of Congress have directed Mr Thomas Green of Providence in your State [Rhode Island] to put into your hands the following articles belonging to the Continent now in his possession for which you will please to give him areceipt.

330	Bolts of best holland and Rusia Duck
26¼	Casks of Powder
2	pair 4 lb Cannon
3	pair 3 lb Do
4	pair Swivels
3	Casks leaden ball
21	Casks Sewing Twine
598	lb salt Petre
60	lb Brimstone
470	Bushels salt
50	half Johannes
1	Drum

You have underneath aCopy of aResolve of Congress of the 30th ulto ordering such part of the above Duck as is suitable for Tents to be made up and forwarded with all possible expedition to his Excellency General Washington, which we request You will immediately execute, you will hold the rest of the articles ready for the future orders of this Committee Who are Sir [&c.]

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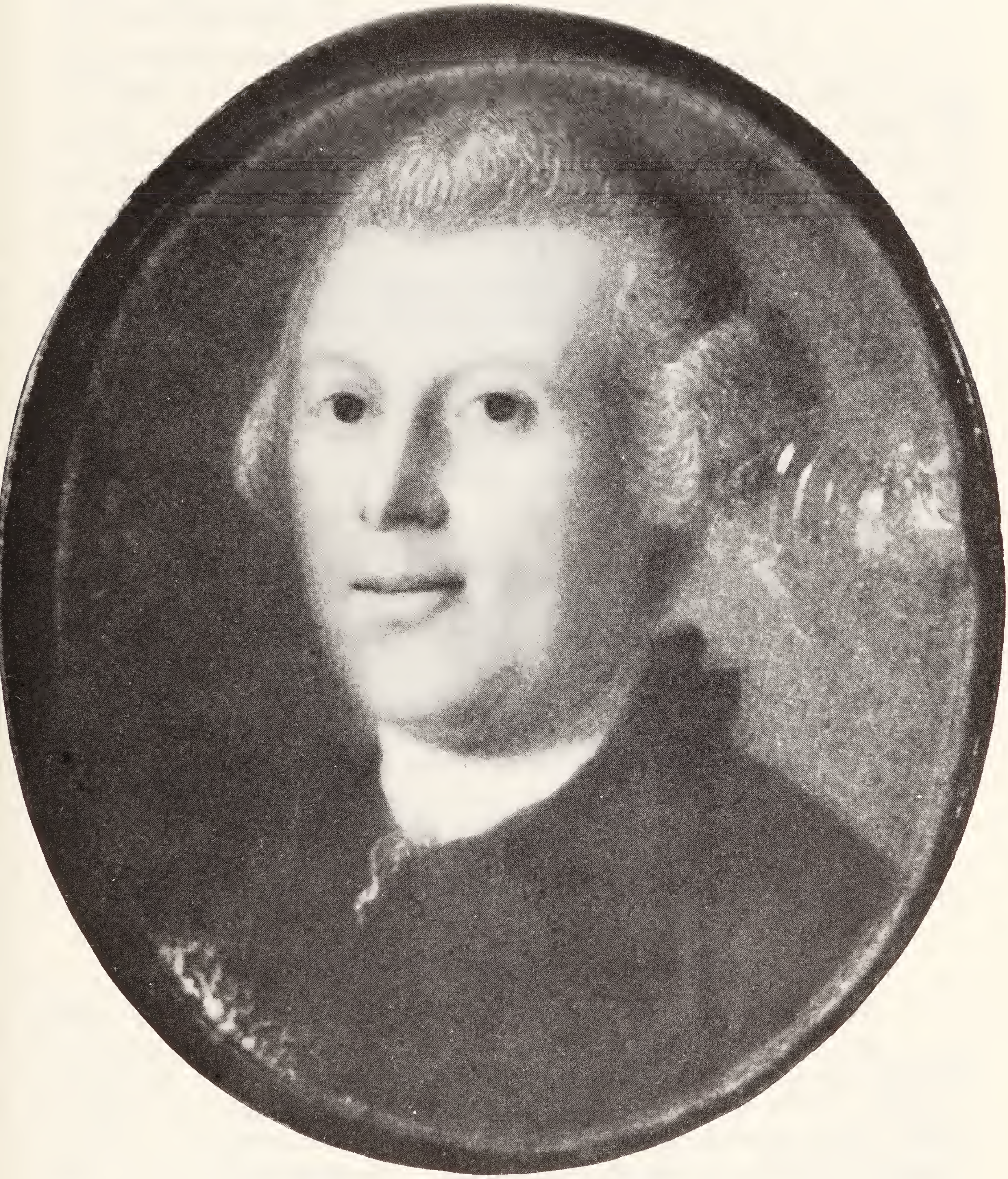
[1] Marine Committee Letter Book, 19, NA.



Charles Carroll, Barrister.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,
[Philadelphia,] September 2nd, 1776.

[Jno. M. Nesbitt, Esq'r, was directed] To pay Richard Dennis £ 31 5 0, for 50 Barrels of Tar, d'd Capt. [John] Hazelwood for the use of the Fire Rafts.

Resolved, That Samuel Mifflin, Esq'r, be appointed Commodor & Commander-in-chief of all the Naval Armaments of this State, and that the president be requested to send him his Commission, with orders to repair to his Command.

Resolved, That Mr. Owen Biddle be authorized to import from St. Eustatia, such necessaries for cloathing and equipping the Troops employ'd in the service of this State, as may be wanted for that purpose, on account of this State.

[1] *Pennsylvania Colonial Records,* X, 708.

JOHN BURNELL TO THE MARYLAND CONVENTION[1]

Baltimore 2nd of September 1776

Gentlemen I was first shipt as masters mate of the ship *Defence* at her first setting out in the proventional service. at the time Lieut Boucher left the ship I was advanced to Master by the Councel of Safty. I hope your honours will Continue to Advance me in rotation or as Comd Nechoalson may think Right as Imagin him to be the best Judge what I may DeServe Leeut Nechoalson [John Nicholson] I here is going to Leave the Ship Likewise Leeut [Aquila] Johns if so I think should be first Leut as I was mas[ter] of the ship before Leut Auchenleck had his Commission, from gentlemen [&c.]

John Burnell

[1] Red Book, XII, Md. Arch.

DEPOSITION OF JAMES CLARK NESSELS[1]

The Deposition of James Clark Nessells of Lawfull Age being duly Sworn this 2d Day of Sepr 1776,

Deposeth and saith that some time in the Month of June last he was sent for by some persons who intend on Board of the Tenders S[o] this deponent set of[f] with some Others and went Over to the Islands where he found a Number Tories a waiting to get on Board [of] some of Dunmores Ships, after waiting there abt Eight Days Nathan Linton Carried this Deponent and a Number of Others on Board the *Otter* Man of Warr Commanded by Capt Squires, that One Cocklin was among[s]t the Number that went on Board from the Islands, that Cocklin and Nathan Linton went down into the Cabin Cocklin got a Shift of Cloaths – Linton stayd in the Cabin about an Hour and then came upon Deck Capt Squires gave him the said Linton a Gallon of Rum and some Pork and immediately Linton got into the Boat and set off for the Islands, this Deponent further saith that he understood from the People on Board of th[is] Ship that they had a Vessell dismasted near the Islands with Rum Iron Train Oil Coffee some Sugar and Sundry Other Articles, that Capt Squires made a present of all that was on Board of said Vessell except the Rum and Iron to Linton for his Trouble in taking up said Vessell and for Other Services done them, this Deponent saith that the Ships Crew & Linton appeard to [be] very friendly—This Deponent saith that the Ship immediately set of[f] up Patomack and arived at St George's Island and being there Three Days he this Deponent was sent on Shore with some Others for Water and there made his escape over to the Maryland Camp and obtained a pass from the Commanding Officer and then Made the best of his Way Home, and further saith not

Sworn before Peter Waters

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1. Executive Papers, Box 1, Folder 98, Md. Arch. Deposition was made to the Committee of Somerset County, Maryland.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS[1]

Sir Williamsburg Sepr 2d 1776

The Cordage mention'd in your [*sic* our] Letter to you of August 13th is for the Gentleman who delivers this, Capt [Francis] Bright of the Brigg *Northampton;* you are desir'd to furnish him with it as soon as possible and assist him in procuring a Vessel to bring it down; Shou'd he want any other Articles not mention'd in the former Memorandum, you are to supply and am for the Board, Your very Hble Servant

Thomas Whiting 1st Commr

To Capt Charles Thomas
manager of the Ropewalk Warwick[2]

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1. Navy Board Letter Book, VSL.
2. *Ibid.*, this date the Board also ordered Andrew Lush of Cabbin Point to supply Captain Bright with blocks needed for the *Northampton.*

JOURNAL OF H. M. S. *Boreas,* CAPTAIN CHARLES THOMPSON[1]

Septmr 1776	Lattde in 27..38N
Sunday 1st	at 6 AM saw a Sail to the Soward gave chace set Studg Sails at 7 Hauld down the Studg Sails Perform'd divine Service – The Prize in Co light Airs PM Open'd a Cask of beef Contents 56 peices Short 2 pieces & a Cask of Pork Contents 112 pieces ½ past 5 Sent the boats Man'd & Arm'd after the Chace at 8 the chace SE ½ past 11 lay too Between 11 PM & 5 AM
Monday 2d	fir'd a Gun every half hour as Signals to the Boats at 6 saw the chace Bearg. SEBE at ½ past 8 the Boats return'd with the Chace a Brig from Georgia with rice[2] took

possession of her brot her men on board us & sent a Petty Officer with 6 men on board her at Noon bore up in Co with our prizes.
Mod & Cloudy PM read the Articles of War & Abstract to the ships Company at 6 In 1st reefs of the Topsails

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1. PRO, Admiralty 51/125.
2. Brig *Rebecca,* see Gayton's Prize List under October 8.

LIEUTENANT CHARLES COBB, R.N., TO GOVERNOR PETER CHESTER[1]

Sir –

As I find by the Orders Addressed to Capt Davey that His Majesty's Armed Sloop the *West florida* is Sent down with an Intention to be of Service to this Province in the present Emergency of Affairs – I am therefore to request your Excellency in Council will be pleased to point out what in your Opinion will be most Conducive to the Service His Majesty's Sloop is meant for – I am with great Respect [&c.]

Cha^{s} Cobb

His Majesty's armed Sloop [*West*] *Florida*
Pensacola Septr 2nd 1776.

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1. PRO, Colonial Office, 5/634, Part II, 378, LC Photocopy.

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3 Sept.

JOURNAL OF H. M. S. *Triton,* CAPTAIN SKEFFINGTON LUTWIDGE[1]

Septembr 1776	Moor'd In the Bason of Quebec.
Sunday 1st	Recd an Order from Captn Douglas at Chambly to send up a Midn & 37 Seamen to serve on the Lakes. [Light Breezes & Cloudy] Wr at 6 P.M, sent up 37 Men with a Petty Officer to Sorel in the Long Boat left by the *Venus* Transport – came down 3 Transports –
Monday 2d	A M punish'd Thos Brown, Davd Thompson and Matthias Wright for Desertion & selling their Cloaths. Fresh Breezes & Cloudy in the Evening sent on Shore the 1st and 2d Lieuts with a party of Seamen & Marines (by desire of the Lieut. Governor) to pick up straggling Seamen – brot on Bd 9 Men –
Tuesday 3d	A M scraped the Lower Masts & pay'd them Do Wr 1st & mid parts with rain P M, recd an Order from Captn Douglass to send 20 Men more from the *Triton,* 25 from the *Isis* and 20 from the Transports to serve on the Lakes – at 8 P. M. sent the said Men up –

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1. PRO, Admiralty 51/1013.

DIARY OF JOSHUA PELL, JR.[1]

[Isle aux Noix]

3rd September sixteen arm'd vessels and four hundred. Batteaux, fill'd with Rebels appear'd off Point au Fer, the entrance into Lake Champlain from the Northward.

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[1] "Diary of Joshua Pell, Jr., an Officer of the British Army in America 1776–1777," *Magazine of American History,* II, part 2, 45. Hereafter cited as "Diary of Joshua Pell, Jr.," *Magazine of American History.*

ORDER OF THE MASSACHUSETTS COUNCIL FOR ARMS AND AMMUNITION FOR THE STATE SLOOP *Freedom*[1]

For Sloop *Freedom*

100 double headed Shott, at Plimouth
10 – 6 pound Cannon Carriages at Do
11 Swivell Guns & 1 Cohorn
the Brigs Sprit sail Topsail
30 Hammocks –
2 Bolt duck
2 Studen sails
2 Barrells Powder

Capt John Clouston

In Council [Watertown] Sept 3d 1776

Read & Ordered That William Watson Esqr be and he hereby is desired to deliver Jonathmeil Bowers the above Articles out of the Armed Brigt called the *rising Empire* – [Richard] Welden Comr which was Ordered to be haled up by a Resolve of the General Court passed the 31st Augt last –

Samuel Adams Secry

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[1] Mass. Arch., vol. 165, 203.

"A JOURNIEL KEPT BY EPHRAIM BRIGGS ON BOARD OF THE GOOD SLOOP *Warren* A BOLD PRIVATEER FROM DARTMOUTH TO THE LATTD OF 33:"[1]

Tuesday September the 3 Day 1776

Latter Part Tuesday Morning Five A Clock spid A sail to Leward Bearing East All Hands To Quarters Run For Her. Fir'd A swivel Brought Her Two Boarded Her Prov'd to be A schooner From Marvelhead Bound to Martinaca With A Load of Fish Honestly Cleared out from Port Lattd in 34:20

First Part these 24 hours the Wind at S W. Saw [a sail] Bearing S E Give Her Chase Run Up With [her fired] A Four Pouner Brought Her Two Bourded Her [proved] To Be A Prise From Tobago Taken Two Days Before Prise Master Aboard Bound to Capan [Cape Ann] Been out Twelve Day We A stearing S E

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[1] RIHS.

GOVERNOR NICHOLAS COOKE TO GOVERNOR JONATHAN TRUMBULL[1]

Sir, – Providence, September 3d, 1776.

In Addition to what I wrote your Honor of yesterday, I now inform you that there is at present no armed vessel belonging to the Continent in this State besides the *Alfred,* who hath not more than forty men, inclusive of officers. She, with the two Row Gallies, make the whole of the naval force in this State. I have communicated your letter to Commodore Hopkins, and find him perfectly disposed to co-operate with the Assembly in every measure in his power.

A sloop is now lading here with Continental pork, for New London. She will carry about one hundred barrels, and it is expected will sail to-morrow morning. I give you this information that you may, if necessary, make use of it for the forces on Long Island. I am, with every sentiment of respect, Sir [&c.]

Nich's Cooke.

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[1] *Collections of the Rhode Island Historical Society* (Providence, 1867), VI, 167.

BENJAMIN HUNTINGTON TO THE CONNECTICUT COMMITTEE OF THE PAY TABLE[1]

Lebanon Septr 3d 1776

Draw on the Treasurer of this State for the Sum of three Hundered Pounds in Favour of Capt Uriah Hayden in Part for his building the Colony Ship *Oliver Cromwell* and to be in Account.

By Order the Govr & Council of Safety

Benj Huntington Clerk P.T.

To the Committee Pay Table } £ 300

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[1] Conn. Arch., 1st Series, IX, 118a, ConnSL.

JOURNAL OF H.M.S. *Niger,* CAPTAIN GEORGE TALBOT[1]

September 1776 At Single Anchor in Flushing Bay

Tuesday 3d Light Breezes & Fair Wr
at 4 P M Weigh'd and came to sail at ½ past 5 came too wth the small Br in 12 faths in Whiteston[e] Bay in running down Fird 10 Twelve Pounders wth round shot at a Number of Rebels Under Arms on the North shore at 10 Came onboard 2 Deserters (Blacks) from the Rebel Army

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[1] PRO, Admiralty 51/637.

Vice Admiral Richard Lord Howe to Philip Stephens[1]

Number 7. *Eagle* off of Bedlow's Island, New York,
Sir September the 3d 1776.

Enclosed I transmit a Return of the Officers in different Stations which I have had Occasion to appoint for carrying on the King's Service in the Squadron under my Command.[2]

The Concerns of the Victualling, and Distribution of Naval Stores under proper Restriction, with other Matters respecting the Department of a Master Attendant, are so extensive, that I have been under a Necessity of having extraordinary Assistance in both these Branches. I send Copies of the two Appointments for their Lordships more particular Information therein; Hoping they will be pleased to authorize the Continuance of them, and also that of two Officers for Duty onboard the *Eagle,* in Addition to the established Number of Lieutenants, which are not sufficient for the current Duties of a public Ship; As well as the Nomination of an Assistant Agent requisite for the various Duties incident to the different Debarkations of the Hessian Corps, and landing and reshipping the Baggage and Stores of those inexperienced Troops.

I should have deemed it expedient to confirm the several Appointments made by Sir Peter Parker to the Vacancies that were occasioned by the Action at South Carolina, had my Powers been of sufficient Extent: But the Vacancy occasioned by the Resignation of Captain [Alexander] Scott[3] not corresponding with the Letter of my Instructions, I have left the Promotions consequent of that Resignation, as they stand in the enclosed Return from the Commodore, until their Lordships pleasure is signified concerning them. I am Sir [&c.]

Howe

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1. PRO, Admiralty 1/487.
2. See next entry.
3. Captain Scott, H. M. S. *Experiment,* lost an arm in the Charleston action.

"LIST OF OFFICERS APPOINTED BY THE VISCOUNT HOWE, VICE ADMIRAL OF THE WHITE, AND COMMANDER IN CHIEF OF HIS MAJESTY'S SHIPS AND VESSELS EMPLOYED AND TO BE EMPLOYED IN NORTH AMERICA, BETWEEN THE 10TH OF MAY 1776 AND THE 3D OF SEPTEMBER FOLLOWING." [1]

Time		Officers		Ships Names.	Quality	Ships.	Appointments
		Names	Quality.				Occasion of the Vacancy.
1776.							
May	10th	James Watt	Lieutenant		Actg 5th Lieut:	*Eagle*	Supernumerary
		Thos Farnham	Do		Actg 6: Do	Do	Do
June	29	Willm Chambers	2d Lieutenant.	*Active*	1st Lieutenant.	*Active*	Lieut: Edw: Pike killed in Action.
		Edmd Joshua Moriarty			2d Do	Do	The former appointed first Lieutenant.
July	5	James Reid	Mast: & Commr	*Thunder* Bomb	Captain	*Bristol*	Death of Captain Morris.
		Do	Captain	*Bristol*	Acting Captain	*Sphynx*	Capt: Hunt officiating in the *Active*.
		Toby Caulfield	2d Lieutenant	Do	Mast: & Commr	*Thunder* Bomb	Capt: Reid appointed Captain of the *Bristol*.
		Do	Mast: & Commr	*Thunder* Bomb	Acting Captain	*Bristol*	Capt: Reid officiating in the *Sphynx*.
		A: J: P: Molloy	3d Lieutenant	*Bristol*	2d Lieutenant	Do	Lt Caulfield appointed Masr & Commr of the *Thunder*.
		Do	2d Do	Do	Actg Masr & Commr	*Thunder* Bomb	Capt: Caulfield acting as Captain of the *Bristol*.

	Robt Deans	Lieutenant	*Thunder* Bomb	3d Lieutenant	*Bristol*	Lieut Molloy appointed 2d Lieutenant.
	Do	3d Lieutenant	*Bristol*	Actg 1st Lieut:	Do	Lieut: Hope sent to England.
	New Hill Eastwood			Lieutenant	*Thunder* Bomb	Lieut: Deans removed to the *Bristol.*
	Ambse Reddall	1st Lieutenant	*Experiment*	Actg 2d Lieut:	*Bristol*	Lt Molloy actg as Mast: & Commr of the *Thunder.*
	Peter Rothe	2d	Do	Actg 1st Lieut:	*Experiment*	Lt Reddall acting as 2d Lieut of the *Bristol.*
	Chas Hotchkys	3d	Do	Actg 2d Lieut:	Do	
	Sylverius Moriarty			Actg 3d Lieut:	Do	
	Chas Edmd Nugent			Actg 3d Lieut:	*Bristol*	
18	Brabazon Christian			Actg 2d Lieut:	*Liverpool*	
	Geo: Cherry	Purser	*Eagle*	Agent Victualler		
August 4th	John Hunter	Master	Do	Master Attendant		
5	Saml Taylor			Armourer	*Kingsfisher*	
12	Richd Clark	Boatswain	*Kingsfisher*	Acting Boatswain	*Flora*	
	James Lilly			Do	*Kingsfisher*	
14	Josh Mears			Carpenter	*Rainbow*	
	John Green	Surgs 2d Mate	*Flora*	Surgs 1st Mate	*Flora*	
	Willm Bristow			Agent for Transports.		
Septem: 2	[illegible]agu Bacon	Surgs 1st Mate	*Phoenix*	Actg Surgs 2d Mate	*Phoenix.*	

[Endorsed] 3 Sepr 1776 Vice Adml Lord Howe No 7.

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1. **PRO, Admiralty 1/487.**

Journal of Ambrose Serle[1]

[On board H.M.S. *Eagle*] Tuesday, 3d. September.

A great Firing was heard last night from the Town upon the *Rose* & the Boats, which were ordered to sail up the East River. One Shot passed through the *Rose,* and another beat off one of her anchors, without doing any other Damage. The Rebels fired two Pieces of Ordnance upon her today from a Battery opposite Bushwyck; and wounded two or three Men. The Boats got safe into Newtown Creek, and, as 'tis supposed, unperceived by the Enemy, through the favorable Darkness of the Night.

[1] Tatum, ed., *Serle's Journal,* 89, 90–91.

Journal of H.M.S. *Rose,* Captain James Wallace[1]

September 1776	at Single Anchor between Red hook & Governers Island
Monday 2d	AM at 8 weigh'd and came to sail at 9 Anchd in 7 fm between Red Hook and Governers Island to cover the Troops landing do landed and took Possession of the Island PM Recv'd from HM Ship *Eagle* Rum & Beef. Varl Wr at 10 P M weigh'd and came to Sail Steering up Et River with a Number of Flat-Boats. the Rebels from Curtes Hook fir'd on us.
Tuesday 3d	AM at 1 came too of Newtown Creek at 9 the Rebels fir'd upon us from York Island, Return'd the Fire Weigh'd and shifted our birth. Light breezes and Clear Wr PM the Rebels kept a Constant fire at us over Blackwells Island about 200 of our Troops from long Island came over and took Possession of Do Island

[1] PRO, Admiralty 51/805.

Diary of Lieutenant Jabez Fitch[1]

[On board the Prison Ship *Lord Rochford*]

Tuesd: the 3rd: [September] Was a very pleasant Morning, I arose at 4 oClock, & took an agreable Walk on the Deck before it was crowded with the Prisoners &c, This Morning we wrote many Letters to send up to Town, as we have had Encouragement of a Flag . . . The forepart of the Day there was a mighty movement of the Transports in the Harbour, a great number of them move'd up toward Town; About Noon the Comasary came on Board again, & look'd on us, which was Greatfully Acknowledged by us.

Toward Night Capt. Hawker, one of our greater Overseers came on Board again, & gave us great Encouragemt: of further Endulgence &c; About Sunset our other Officers which had till now been kept on Shore, were Bro't on Board a Snow, Laying near our own Ship, we also

Expected to have gon there this Night, but it was Defer'd while Morning; The Officers on Board this Ship, all of them Turn'd in this Night on the Quarter Deck, where I slept much better than I had done before since I have been a Prisoner.

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[1] Sabine, ed., *Fitch's Diary,* 38.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Tuesday, September 3, 1776

General Sullivan having reduced to writing the verbal message from Lord Howe, the same was laid before Congress, and read as follows:

The following is the purport of the message from Lord Howe to Congress, by General Sullivan:

That, though he could not at present Treat with Congress as such, yet he was very Desirous of having a Conference with some of The members, whom he would Consider for the present only as private Gentlemen, and meet them himself as such, at such place as they should appoint:

That he, in Conjunction with General Howe, had full powers to Compromise the Dispute between Great Britain and America, upon Terms advantageous to both; the obtaining of which Delayed him near Two months in England, and prevented his arrival at this place before the Declaration of Independency took place:

That he wished a Compact might be Settled at this time, when no Decisive Blow was struck, and neither party could say, that they were Compelled to enter into such agreement:

That, in Case Congress were Disposed to Treat, many things, which they had not as yet asked, might and ought to be granted Them; and That if, upon the Conference, They found any probable Ground of an Accommodation, The authority of Congress must be afterwards Acknowledged, otherwise The Compact would not be Compleat.

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[1] Ford, ed., *JCC,* V, 730–31.

JOHN HANCOCK TO GEORGE WASHINGTON[1]

[Extract] Philada Sepr 3d 1776.

Sir, I do myself the Honour to enclose you sundry Resolves, by which you will perceive that Congress, having taken your Letter of the 2d Inst into Consideration, came to a Resolution, in a Committee of the whole House, that no Damage should be done to the City of New York.[2]

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[1] Papers CC (Letter Books of the President of Congress), 12a, I, NA.

[2] Journal of Congress, September 3, 1776 reads: "*Resolved,* That General Washington be acquainted, that the Congress would have especial care taken, in case he should find it necessary to quit New York, that no damage be done to the said city by his troops, on their leaving it: The Congress having no doubt of being able to recover the same, though the enemy should, for a time, obtain possession of it," Ford, ed., *JCC,* V, 730, 733.

ACCOUNT AGAINST THE CONTINENTAL FRIGATE *Virginia*[1]

Frigat *Virginia* built in the State of Maryland
To the Commissioners of the Navy. Dr[2]

[Philadelphia]
1776.

Septemr	3	To 12 Pieces French Canvass Assorted Vizte		
		6 pieces H 589 ells is 798 Yds. @		
		3 do K 355 do " 480 " @		
		3 do I 300 do " 406 " @		
		" 100 Cuttlasses	a 15/	75..–..–
		" 1 doz Ballast Shovells		2..8..–

[1] Woodhouse Collection, Box 5, HSP.

[2] The Commissioners of the Navy, appointed January 9, 1776, were originally intended to supply cordage and ship chandlery for the four frigates to be built at Philadelphia, but their services were quickly expanded to supply the same type of materials for all naval vessels in the port. The Commissioners were James Craig, James Wharton, Nathaniel Falconer and William Davis, Papers CC (Letters addressed to Congress), 78, 24, 331, NA.

Pennsylvania Evening Post, TUESDAY, SEPTEMBER 3, 1776

Philadelphia, Sept. 3.

A Court of Admiralty being to be held to-morrow morning at ten o'clock, when the Martial and Crier must attend, the Sale of the cargo of the prize ship *Friendship* is postponed until to-morrow afternoon, at three o'clock when a quantity of Sugars, Coffee, Rum and Cocoa, will be sold.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY[1]

[Annapolis] Tuesday. Septr 3rd 1776

Ordered That Western shore Treasurer pay to George Trumbull for use of Captain James Nicholson five hundred and fourteen pounds for pay of Ship *Defence*'s Crew.

[1] Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

GEORGE LOGAN TO SAMUEL LAWFORD[1]

Septem. 3 1776 St Augustine –

The former part of this Letter was wrote August 7 when I flattered myself with the Thoughts of getting away but alass that opportunity is at an end, for the Governor's Vessel is taken by the Georgians Since which the Governor has received Letters from Lord Germaine with orders to let Nobody whatever pass from this to the other provinces, therefore I have positively taken my passage in Captn Lofthouse & hope to See you in London at a Month after you receive this at most provisions grow very scarce here; and have been obliged to dine five Days on saltpork & glad to get that, I assure you, No fresh provisions [n]or Vegetables to be goten they expect here to be attacked by the Georgians & Carolinians soon and have prepared for them farewell till I see you in London Honoria writes to Kitty–[2]

George Logan

P.S. a provincial privateer has just now Carried a large Ship away that was lying off the Barr of this place — Success to them –

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1. Brown Book, IX, Md. Arch. Continuation of an intercepted letter of August 7.
2. *Ibid.*, Honoria Logan to Katherine Lawford, September 3, 1776.

PROCEEDINGS OF THE ROYAL COUNCIL OF BERMUDA[1]

At a Council held at the Government House on Tuesday the 3d day of September 1776

Present
His Excellency the Governor. –

The Honoble	George Forbes Thomas Jones Jonathan Burch John Harvey	Esqrs	Edward Stiles Henry Tucker John Hinson	Esquires

The Board Considering the present Alarming Situation of the Island from a Scarcity of Provision thought advisable to Address His Excellency on the Occasion.–

The following Address being drawn up was read and approved of by the Board the same Signed by the President and by him presented to His Excellency as follows. Vizt—May it please Your Excellency.

We His Majesty's most dutiful and Loyal Subjects the Council of Bermuda beg leave to represent to Your Excellency the present Melancholly and truly calamitous Situation of this Island —

From your Excellencys long residence amongst us, you cannot but be intimately acquainted with the Nature of our Trade and our entire dependance upon the American Colonies for supplies of Provisions. That we cannot possibly exist without such supplies is a Fact well known to your Excellency, a Fact which cannot be controverted. It has however been often urged, that every necessary supply can be easily obtained from Great Britain and Ireland, but as your Excellency is no stranger to the utter Impracticability of such a plan we flatter ourselves it will be needless to suggest any of the numberless Arguments, which may be adduced to demonstrate, that every attempt of that sort must infallibly prove unsuccessful and abortive – Our Trade is now totally annihilated thro' the unhappy Contest between the Parent State and her Subjects in America. We have no Staple of any kind, by which we can procure the common Necessaries of Life, nor can we encourage the most distant Hopes of reeping any supplies from the Production of the Country (at all Times inconsiderable and trifling) but at present destroy'd by the long continued dry Weather. Under these deplorable Circumstances, where can we fly to for Refuge and Supportment. Where but to your Excellency the Representative of Our most Gracious Sovereign, whose

Humanity is deservedly rank'd amongst his most distinguishing Characteristics. From what has been premis'd Should the late Act of Parliament which positively inhibits all Intercourse with the American Continent be literally and risidly [*sic* rigidly] adhered to, it is obvious that we must inevitably perish. We therefore most earnestly entreat your Excellency, that you wou'd be pleased to fall upon some Expedient; which may remove the Horrors the people at present but too justly entertain of an impending Famine. We are firmly persuaded that the Exigency of the Case and the peculiar Hardships we labour under will fully justify in His Majesty's Royal Breast every lenient Measure which Your Excellency may think proper to adopt for this desirable purpose, and therefore once more take the Liberty of repeating our Wishes that your Excellency wou'd be so good as to consider seriously the Distresses of the Inhabitants of this little Country and at the same time kindly grant them every Indulgence and Relief in Your Excellency's Power. –

By Order of the Board
September 3d 1776. – George Forbes, President –

His Excellency was pleased to Acquaint the Board that he would do every Service to the Country that [lay] in his power Consistent with his duty to His Majesty and supremacy of the British Empire, and Agreeable to His Instructions. — His Excellency then laid before the Council an Instruction together with a Form of Lycence he lately received from the Right Honorable Lord George Germain directed to be granted for fetching of provisions. —

The Board then Adjourned. —

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1. Proceedings of the Governor's Council, 300–02, Bda. Arch.

Marquis de la Torre to José de Galvez[1]

No. 1207
Most Illustrious Sir:

On August 23 there sailed into this port the mail frigate *Patagon,* which left La Coruña at the beginning of July. Its Captain, Don Josef Teodoro Perez, told me that on the night of August 19th, about ten-thirty, he encountered a British warship near the point called Hicacos on the coast of this island, which, after inquiring if it was a Spanish mail ship, ordered it to haul sail and stay within reach of its guns until daybreak. Not wishing to obey this order, the Britisher let go a cannonade of five shots which did some damage to the sails. Ceding, therefore, to force, he shortened sail and sailed under convoy of the British warship heading for this port until daybreak. Having then unfurled the Royal standard and answered questions as to whether it had encountered any ships, he was allowed to continue on his course. This tale of the Captain is supported by the declarations I took down and the original of which were sent to the Marquis of Grimaldi, since the event verified affects a ship of the Mail Service.

The British frigate in question is undoubtedly the one called *Diligence,* commanded by Thomas Davees [Davey], which has been on a cruise off these coasts against shipping belonging to the Colonists of North America; the same that on the 14th and 15th of August anchored off the mouth of the harbor so as to take on water as informed in my letter of yesterday to Your Excellency.[2] [&c.]

Marquis de la Torre

Havana, 3 September 1776

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[1] AGI., Audiencia de Santo Domingo, Legajo 80-1-10, LC Transcript.

[2] *Ibid.*, in addition to water, Captain Davey requested that crew members from the captured Jamaicamen *Lady Juliana, Juno* and *Reynolds* be turned over to him. However, the men had already left Havana for Europe and Jamaica.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS[1]

Sir *Antelope* Jamaica September 3rd 1776

I have the pleasure to inform their Lordships, that since my letter of the 5th of last Month, Martial Law has been taken off, and that Peace & Tranquility is again restor'd to the Inhabitants, and beg leave to inclose for their information a Copy of a Letter I receiv'd from the Governor on that Subject.

I likewise beg leave to acquaint them that His Majestys Ship *Winchelsea* Captain [Nathaniel] Bateman arriv'd the 28th of August, by whom I receiv'd their directions to Careen & refit such of Lord Howe's Squadron as his Lordship might think proper to send, their order with the Kings Instructions respecting such Captures as should be made in consequence of the late Act for prohibiting all Trade & Commerce, with the Rebellious Colonies & your several letters of the 20th 22nd & 23rd of May, with their Inclosures, all which I shall pay due attention to, and beg leave to acquaint their Lordships, that I've always been very Circumspect in the orders which I have given my Cruizers, respecting the French Islands to prevent giving any umbrage to that Nation.

A few days before the arrival of the *Winchelsea* I receiv'd by the Pacquet their Lordships order for augmenting the Complements of His Majestys Ships under my Command and your several Letters of the 4th 5th & 7th June, acknowledging the receipt of mine of the 31 March last and beg leave to inform them that as the *Atalanta* was omitt'd in the List of Ships to have their Complements encreas'd, thinking it must have been some Mistake I have order'd Captain [Thomas] Lloyd to Compleat to 125 Men, which I hope will meet with their Lordships approbation.

I am happy they approve of the reasons which I have assign'd for purchasing the *Lady Keith* Schooner (which I have consider'd; as one of the Four, since order'd to be purchas'd) and am extreemly oblig'd to their Lordships for complying with my request in confirming the order which I gave Mr Frans L'Montais to be Lieutenant of her

Having no Money Imprest against me, on my leaving England for Contingent Charges, was the reason of my ordering the Naval Storekeeper to pay the Attorneys Bill, for defending the several Actions brought against me for the Detention of the American Vessels & their Crews but will draw on the Navy Board for Five Hundred pounds Sterling to defray those Expences in future and shall account for the same in my Contingent Account agreeable to their Lordships directions, which I hope they will approve.

I likewise beg leave to acquaint them; that by the Addition of my Squadron and those expected from North America to Careen & refit, I have found it necessary for the forwarding the Service to purchase a Watering Sloop, as it [is] attend'd with many ill conveniences and bad consequences, watering with the Ships Boats, particularly to the small Arm'd Vessels & twenty Gun Ships, the Watering Place being near Ten Miles from Port Royal which Subjects the People, to be exposed to the extreem heat of the Sun in the Day, or to the Dews in the Night, both of which I am confident are very prejudicial to the Health of the Seamen, I have therefore order'd the Naval Storekeeper to purchase one of the Prize Sloops for £130 Curry (equal to £93 Stg) for this Service which I hope their Lordships will approve

The Inclos'd Account of Sir Peter Parkers attack on Chas Town I got from the Master of a Sloop, who was present, at the Action, which I am to much afraid may be depend'd on, as he is the Man, who escap'd with the Kings Powder from [New] Providence & has always been firmly attach'd to Government

With regard to the Disposition of His Majestys Ships & Vessels under my Command, I beg leave to inform their Lordships that the *Antelope, Winchelsea* & *Atalanta* are at Port Royal, the *Winchelsea* I shall send to Cruize after the Americans, as soon as she has got a new Bowspreet, having Sprung her old one upon the Passage out, the *Atalanta* I shall send to Convoy the Pacquet through the Windward Passage, then to Cruize to intercept the North Americans and on her return shall Careen & send her to Pensacola; to relieve the *Diligence,* who is exceeding bad.

The *Squirrel* & *Porcupine* Schooner are Sail'd on a Cruize for the Windward Passage to Intercept some North American Privateers which I had receiv'd information of, and to remain on that Service til the Middle of October – The *Racehorse;* I expect in a few days from the North Side, where she has been Station'd for some time past, in consequence of the late intend'd Insurrection, on her arrival I shall order her to Compleat her Provisions & send her to Sea, the *Badger* is to remain Fourteen days longer, & if every thing then remains quiet to return to Port Royal – The *Boreas* has been spoke with on the Coast of America, so I hope she'll soon Join me again & the *Maidstone* sailed with the Convoy in July & is to return to Jamaica, with all possible dispatch on leaving them I am, with great respect Sir [&c.]

Clark Gayton

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1. PRO, Admiralty 1/240.

VICE ADMIRAL CLARK GAYTON TO PHILIP STEPHENS[1]

Sir *Antelope* Jamaica September 3rd 1776

I beg leave to lay before their Lordships the Situation, we are in for want of Stores particularly Masts and Bowspreets, those that are in Store being entirely decay'd. the *Squirrel* after her late Cruize; came in with her Fore Mast Sprung & before she could get another, was oblig'd to take out three Sticks, two of which in Working prov'd to be decay'd, the *Winchelsea* has likewise had the Misfortune to spring her Bowspreet, & her People has been Employ'd for this three days past, overhauling the Stores; for a Stick to make a new one, but as yet cannot meet with any, but what are decay'd to the very Heart –

I have the same Complaint of the Cordage from the Captains of His Majestys Ships under my Command who all assure me, tis dry Rotten, before tis Issu'd, indeed I have one instance of it myself, in regard to some New Careening Gear which I order'd to be fitt'd, and the first Ship that hove down by it (which was the *Antelope*) as soon as she came Keel out, Four of the Outrigger Pendants, out of the Five; gave way all together, but happily it was attend'd with no bad consequences

As their Lordships inform me I am to expect some of Lord Howes Squadron to Careen & Refit, I must beg they will be pleas'd to direct the Navy Board to send a supply of Stores, particularly Masts & Bowspreets, there not being a Sufficiency of those Stores for my own Squadron I am with great Respect Sir [&c.]

Clark Gayton

[Endorsed] 3 Jany [1777] send a Copy hereof to the Navy Board for their information and recommend to them to cause supplies of Stores to be sent out from time to time, that the ships on the station may be in constant readiness for Service and to be particularly carefull that the Stores they do send are of good Quality, & fit for the use to which they are applicable.

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[1] PRO, Admiralty 1/240.

4 Sept.

JOURNAL OF H.M.S. *Liverpool,* CAPTAIN HENRY BELLEW[1]

Septr 1776	Cape Ann NW½N 4 Lgs
Wednesday 4	at ½ past 6 AM gave chace to a sail—at 8 AM shortned Sail and brot too found the chace to be HM ship *Milford* and 3 Prizes. empd getting the guns on bd from out of our Prize[2] the *Milford* gave chace to a Sail N Wd

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[1] PRO, Admiralty 51/548.

[2] Washington's schooner *Warren,* taken August 26, 1776.

PETITION FOR COMMISSION FOR BENJAMIN WARREN AS COMMANDER OF THE MASSACHUSETTS PRIVATEER SLOOP *Revenge*[1]

To the Hon[o]rable the Council of the State of
Massachusetts-Bay in New England.

The Petition of Elias Hasket Derby, Miles Greenwood and Joseph White, all of Salem in the County of Essex and State aforesaid. –

Humbly Sheweth

That your Petitioners are now fitting out, and have almost compleated for Sea, a Private Sloop of War called the *Revenge* of Ninety Tons burthen, to be mounted with twelve Guns from four to Six pounders, owned by the Subscribers, and whereof Benjamin Warren is intended to be Master; to be maned by eighty men, to be victualled with thirty Barrels of Pork, fivety Barrels of Beef and Seventy Barrels of Bread; and to be provided with eight hundred pound weight of Powder and one thousand Shot—

Your Petitioners's humble Prayer therefore is, that the beforenamed Benjamin Warren may be commissionated Captain of the said Private Sloop of War *Revenge,* & your Petitioners as in duty bound shall ever pray.

Elias Hasket Derby Miles Greenwood Joseph White

Salem September 4th 1776

[Endorsed] In Council [Watertown] Sept 4th 1776 Read & Ordered that the Prayer of the within Petition be granted and that a Comission be issued to the within mentioned Benjn Warren, he complying with the Resolves of Congress – [2]

Samuel Adams Secry

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1. Mass. Arch., vol. 165, 208, 208a.
2. *Ibid.,* 210, 210a, commission was also issued this date to Nathaniel Freeman to command the privateer sloop *Wolfe.*

ORDER OF MASSACHUSETTS COUNCIL COMMISSIONING THE OFFICERS OF THE STATE SLOOP *Freedom*[1]

Return of Officers on Board the Armed Sloop called the *Freedom* whereof John Clouston is Comander

John Clouston	Capt
James Scott	1s[t] Lieutt
Timothy Tobey	2d Do

In Council [Watertown] Sept 4[th] 1776 Read & Ordered that the above Officers be comissionated agreeable to their respective Ranks –

Samuel Adams Secry

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1. Mass. Arch., vol. 165, 208a.

THOMAS CUSHING TO JOHN HANCOCK[1]

Dear sir

Boston September the 4. 1776

Mr William Bant Informed me that you directed him to pay into my hands such monies as he had from time to time occasion to remit to Philadelphia upon your Account, and to take Bills for the same upon yourself, he has accordingly paid me One Thousand Dollars for which have given him a Bill, which I hope will be Agreable: I forgot to mention in my last that Capt Manly sett out for Philadelphia on the 31st Ultimo, he is quite tired of waiting for the Guns & goes either to get discharged from the service or to bring the Guns with him, he goes also with a view, I suppose, of prosecuting an Appeal to Congress with respect to the determination of the Maritime Court of New hampshire relative to a Vessell & Cargo he took some time since & carried in there[2] – I wish he may succeed with respect to procuring the Guns—The Vessells might have cleared themselves by this time if they had been furnished with Guns but the want of them retards every thing, It will be impossible to fix off & Man the Ships till they are obtained— I remain with great respect [&c.]

Thomas Cushing

P S. Mr Langdon tell me he is Appoint Agent for the Continental Ships, it was thought but reasonable as he had the Trouble of building one of them.—I do not find I am as yet noticed in this way, I think I ought to be for the same reason

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1. Conarroe Papers, HSP.
2. The brig *Elizabeth*.

Petition of Thomas Cragg to the Massachusetts Council[1]

State of the
Massachusetts Bay } To the Honble the General Court of the said State –

The Petition of Thomas Cragg humbly Shews—that your Petitioner being part owner of the Ship *Isaac* & her Cargo was on a Voyage in said Ship from the Island of Tortola bound to Liverpool in England, to visit his Family & attend to his private concerns, that in prosecuting said Voyage he was taken & brought into this State[2]—this unexpected Event has thrown your Petitioner into the most distressed & pitiable Circumstances—a principal part of his Fortune is taken out of his hands, and what remains, must suffer inevitable ruin from his absence in a short time—he has a Wife, Children & a large Family who cannot long subsist without his support, & himself tho' unused to want the Conveniencies of Life, must soon experience the wretchedness of extream poverty—your Petitioner begs leave to declare that he has never taken an active part in the unhappy Controvery between Great Britain & America, & from his Age & standing in Life, it necessarily follows that he never will; he therefore humbly prays your Honors to take his unhappy case into your consideration and grant him & one Servant Liberty to take passage for some part of England in the Ship   owned by Mr William Ross and by your Honors permission bound for some part of England,[3] or grant him such other relief as your Honors well known Wisdom and Humanity may point out, and your Petitioner as in duty bound shall ever pray.

Tho^{s} Cragg

Boston Sept 4th 1776

[Endorsed] In Council [Watertown] Sept 6[th] 1776

Read & Ordered That the Prayer of this Petition be Granted and that the Said Thomas Cragg with one Servant be permitted to depart from this State to any part of Great Brittain in such Vessell as Willm Ross and Nathl Morgan, (who lately had Liberty obtained to depart) may purchase for that Purpose[4]

Jn° Avery Dpy Secy

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1. Mass. Arch., vol. 165, 212–13.
2. The *Isaac* was taken by the Massachusetts privateer sloop *Warren,* Captain John Phillips, and was libeled against in the Admiralty Court of the Massachusetts Middle District on August 29, for trial on September 17, *New-England Chronicle,* August 29, 1776.
3. William Ross and Nathaniel Morgan, passengers on the ship *Zachariah Bayley,* were taken by the Massachusetts privateer sloop *Yankee,* Captain Henry Johnson. Ross and Morgan purchased a ship for the return to England, but had difficulty obtaining ballast for her, Mass. Arch., vol. 19, 208–11.
4. Master and passengers of prize ship *Nancy* also requested and received permission to go with Ross and Morgan, Mass. Arch., vol. 165, 218–21.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide,* CAPTAIN JOHN FISK[1]

Remks on Wedensday 4th of Septr 1776

1 [A. M.] Very unsettled weather

N B. the under Mentioned snow hoisted a Seete of Inglish Coulers we take her to be a British snow of warr

At 6 A m saw a sail barring NNW Gave chaise

she bore away form us

at 10 found her to be a learge snow full of men and Armed we bore away made sail she Gave us Chaise we out saild her small Air winds –

Lattd in 40° . . 00′ Longd in 65° . . 10′

1 [P. M.] Moderate breaze & fair weather

the snow in Chaise of us

8 [P. M.] Took in sail lost sight of the snow & stood to the westward

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1. John Fisk Journal, AAS.

CONDEMNATION IN RHODE ISLAND MARITIME COURT OF THE PRIZE SHIP *Star and Garter*[1]

[Providence, September 4, 1776][2]

We find that on the Twenty fifth Day of July AD: 1776, the Ship called the *Star and Garter,* with her Appurtenances and Cargo, being upon the High Seas and bound from the English Island of St Christophers in the West Indies, to the Port of London in the Kingdom of Great Britain, were then captured and taken, by William Chace Commander, his Officers and men, belonging to the private Sloop of War, called the *Diamond;*[3] and that afterwards, on or about the Thirteenth Day of August AD: 1776, the said

Ship, her Appurtenances and Cargo, were brought into the Port of Providence, in the State of Rhode Island and Providence Plantations: And we also find that at and before the abovesaid Time of Capture, the said Ship *Star and Garter,* her Appurtenances and Cargo, belonged to, and were the Property of some of the Inhabitants of Great Britain, or some of the Inhabitants of said Island of St Christophers, Subjects of the King of Great Britain, and were carrying Supplies to Great Britain, whose Fleets and Armies, are now acting against the united States of America.—

Elias Callender	Samuel Howard
Samuel Ulrich junr	John Warner
Samuel Cruff	Joseph Olney
John Colwell Jur	Obadiah Sprague
James Brath	John Carpentor
John Phillaplace	John Updike

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1. Admiralty Papers, vol. 9, R. I. Arch.
2. *Ibid.,* the verdict is without date, but the trial was held and condemnation given on September 4, according to the protest the next day of the master of the *Star and Garter.*
3. See Volume 5, 1221–22.

Connecticut Journal, WEDNESDAY, SEPTEMBER 4, 1776

New Haven, September 4.

Capt Redfield of Killingworth, on his Return from New York, was taken by one of the Frigates, who burnt his Vessel, and after detaining him a few Days, he was dismissed. There was another Person in the Vessel, whom they detained.

"PAPERS OF VANZANDT REMSEN & PINTARD RELATING TO THE SLOOP *Nancey*"[1]

New York Sept 4 [1776]

of the State of New York
[Jacobu]s Van Zandt Lewis Pintard & Co agents
[New York Pro]vincial Congress vizt
[The sloop *N*]*ancey,* John Harrison Mastr which said Sloop w[as]
order of the Provincial Congress, from Joseph Hallet & Co to Bourdeaux, and to return the said Sloop—in any po[rt] [or harbor], between Cape Henlopen and Roade Island, This [sloop procee]ded to Bourdeaux, and their compleated her loading, with [powder] &c for the use of the State, But on her return to [America] The Captain for prundential Motives—proceeded [with] Sloop and Cargo to St Eustatious—ware on his arivel [he had i]ntelligence, that our Coast was Crowded with Men [of war] [and P]riveteers, for which reason, and for the Safety of the Cargo [decided] to Reship, the said Sloop *Nancy* Cargo, in Two Armed [vessels] to the Continent, ware th[e]y safely Arived—and [placed the] powder &c—in the hands of the Provincial Congress, [and left the] Sloop in the hands of

Messrs Thomas & Ashburne [at St Eus]tatious, which Vessell Thomas & Ashburne has dispoused [of by] Orders – and remited to Grant & Fine the proceeds, [which they] receaved – as pr Acct at foot –

1. NYSL.

LORD DUNMORE TO LORD GEORGE GERMAIN[1]

(No 5)
Ship *Dunmore* off New York
September 4th 1776. –

My Lord

Since my Arrival here I have received your Lordships Letter of the 21st of May and am sorry to find that the *Duke of Cumberland* Packet Boat, with the dispatches were lost, tho' I am afraid your Lordship would have found but little information that would have been agreeable to you, one reason why I am sorry they did not get safe is, that mine contained originals of Intercepted Letters that would have gone far to have Warranted the securing the bearers of them, those were chiefly French, which it was not in my power from the shortness of the time from their being intercepted and the Sailing of the Packet to have Copied; of the others I have already sent you Duplicates, and now Triplicates.

It becomes Necessary now that I should give your Lordship my reasons for being here, they are few, but I hope your Lordship will think them conclusive; first the impracticability of Watring, our Numbers being reduced to one hundred and eight Men capable of doing duty, and those decreasing every day. The last time we were on Shore (as your Lordship will have seen by No 4) we were opposed by above three times our Number, and that we were sure to meet with wherever we went. Secondly our sickly State, yet I cannot say our Sick List increased much in Numbers, as there were as many died, almost as there were added to it, in short, there was not a Ship in the fleet that did not throw one, two, three or more dead over board every Night, the *Roebuck* I will venture to say is as well regulated, and as clean a Ship as any in the Navy, had Seventy five on her Sick list, and so in proportion had every other Ship; Captn Hamond and myself, finding it absolutely requisite to go to Sea immediately, as the only chance of recovering the sick, and saving those that were well; And being at Sea, and knowing this to be the place of rendezvous, for both Fleet and Army, We both thought it best to run in here; Where we would have an opportunity of giving the General and Admiral every information that came within our knowledge, relative to the State of the Southern Colonies, and our own Situation, and at the same time to procure some Aid; tho' both General and Admiral approve very much of our conduct, yet they seem very unwilling to part with any of their force at present, indeed it is hardly to be wished, till the fate of New York is determined, when I hope, if they are able to spare us any assistance they will; Sure I am returning to Virginia without, can Answer no good end to His Majesty's Service, but on the contrary would be giving fresh vigour, and Spirits to the Rebels, who would have it in their power to drive us from every spot whence we might endeavour to Land for Water, and if we run up any of the Rivers for Water they are thence so Narrow, that the Rebels may Annoy a Ship from either side with Cannon with impunity.

I have offered my services here in the mean time to General Howe, and shall be happy if I can be of use.

I have now only to Congratulate your Lordship on the Success of His Majesty's Arms on the 26th Ultimo: I was with the Highlanders and Hessians the whole day, and it is with the utmost pleasure I can assure your Lordship that the Ardour of both these Corps on that day must have exceeded His Majesty's most sanguine wish, and I am well convinced from every thing I have heard, that the fervour of the rest of the Army was in no ways inferior to those I have just now mentioned, but of which I was not an Eye Witness. I am My Lord [&c.]

Dunmore

[Endorsed] R 10th Octobr

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[1] PRO, Colonial Office, 5/1353.

Diary of Frederick Mackenzie [1]

[Long Island] 4th Sept 1776 The Rebels fired a good deal at the *Rose,* yesterday and this day, but as she lies under Blackwell's Island, in such a manner that her Hull is not seen by their batteries, they can do her no great damage with Cannon Shot. This day they threw several Shells over the Island at her, but without effect. She lies however in a dangerous situation.

Most of the Ships of War and Transports came up yesterday from Gravesend Bay and Staten Island, and anchored between Red-hook and Governor's Island.

The *Niger* and *Brune* Frigates and the *Halifax* armed Brig, are in the Sound, between Flushing and Whitestone.

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[1] *Diary of Frederick Mackenzie* (Cambridge, 1930), I, 37. Hereafter cited as *Mackenzie's Diary.*

Diary of Lieutenant Jabez Fitch[1]

[On board the Prison Ship *Lord Rochford*]

Wednesd: the 4th: [September] I arose very Early in the Morning, & walk'd the Deck for some Time, while the Ship was somewhat Still; Some Time in the Morning the Commasary (Mr: [Joshua] Loring) came on Board again, but made but a very short Stay; At about 9 oClock Col: [James] Piper Capt: [Joseph] Howel Lt: [Thomas] Fanning & my self, went with Capt: Lambert on board the Snow *Menter,* where our other Officers are Confin'd, here I staid some Time & found most of the Officers of our Regt: . . . While I was on Board the Snow, the People gave me some Apples which were very agreable, alth'o pretty hard; Col: [Samuel] Miles & Col: [Joel] Clark came back with us to the *Lord Rochford,* where he Treated us with two Bottles of Porter, the first Drink of any thing better than Water since we had been Prisoners, which is now 8 Days; Just before we came back, Mr: Dowdswell (the Offr: of the Marines) had Recd:

Orders to Enlist such Prisoners as were Dispos'd to Engage in their Service; I was soon after Inform'd that he had Considrable Suckcess; . . . About this Time our Prisoners on shore, were Bro't on Board of another Ship Laying in the Bay; The Night following, we again Lodg'd on the Quarter Deck, where I Rested Considrably Comfortably.

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1. Sabine, ed., *Fitch's Diary,* 39.

JOURNAL OF H.M.S. *Galatea,* CAPTAIN THOMAS JORDAN[1]

Septr 1776	Sandy Hook N67.15W 110 Leagues
Wednesday 4th	at 4 AM Wore Ship Modt & Cloudy Wr Saw a Sail to the NW gave Chace at ½ pt. 5 P M Fired [a] Shot and brot too the Ship *Hope* from St Vincents bound to London that had been taken by the *Spy* privateer of New London[2]

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1. PRO, Admiralty 51/ 380.
2. The Connecticut state schooner *Spy,* Captain Robert Niles.

LIEUTENANT THOMAS QUIGLEY TO THOMAS RANDALL[1]

On Board the [*General*] *Putnam,* Cranbery Inlet the 4th of Sept 1776

Sir: I am sorry to inform you that there is a great disturbance in the Vessel which made its appearance During my absence, and Capt [Thomas] Cregier went away without informing me of it. They I understand had told him they were determined not to sail under his Command, and requested that they might be permitted to Petition the Congress for a Discharge from the Vessel, on acct of his bad conduct which he did not grant. On my requesting to way the anchor in order to go out, they one and all aquainted me it was their Determined Resolution never to act in the Schooner while he had the Command of her, upon which I have thought fit to grant them the liberty to Petition and send it by the bearer of this Letter, as I imagine that the Capt will not inform you of these Disturbances, have thought to acquaint you in this manner and as he is not Expected back under Eight or ten Days should be glad you would write me as soon as possible and let me know in what manner you think it most prudent for me to act. Your Compliance will much oblige your Humble Servt

Thomas Quigley,

Thomas Randall, Esq. one of the Marine Committee, Elezth Town

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1. *Calendar of Historical Manuscripts relating to the War of the Revolution in the Office of the Secretary of State, Albany, N.Y.* (Albany, 1868), I, 471–72. Hereafter cited as *New York Historical Manuscripts.*

CREW OF THE SCHOONER *General Putnam* TO THE NEW YORK CONVENTION [1]

[Cranberry Inlet, September 4, 1776][2]

To the Honble the Congress of New York assembled at the White Plains in the State of New York

The humble petition of us the Subscribers sheweth that we have been four Months in the service of the American States on board the Schooner *Genl Putnam,* during which time we have not been to sea but 11 Days all the rest of the Time we have spent inactively at the Head of Inlets, five or six Miles from the Mouths thereof from whence at any Emergency we could not put out without great Difficulty, and often not at all. That we have sundry Times Laid a week sometimes longer in an Inlet, and in one we have laid at Anchor four or five Miles from the mouth a full Month without ever attempting to go out or scarcely offering to send any Person to look out. that numbers of vessels have pass'd and repass'd without our endeavouring to speak them, notwithstanding it was the opinion of the officers we had several opportunities verry favourable. that with our Commander Thomas Cregier on board we have not been out of this Inlet in seven weeks.

That our sd Commander hath several Times insulted the officers when they have candidly advised him and gave them to understand that their business was only to answer a question when ask'd, and not attempt giving advice. that in correcting People for slight or no offences, he hath used unlawfull weapons, once presenting a Pistol to the breast of one Burns, for only requesting to know what his stated allowance was, and swearing by God he would blow a Ball through him, at another time with a large hickory club striking one Bell on the head and much wounding him for what in our opinion scarcely appear'd a crime. that in no one thing has he complied with the resolves of the Congress, His whole conduct being one series of Folly, Vice and Inconsistencies, setting the most scandalous Examples to the People, swearing, Lying and frequenting the company of the most contemptible of women, Presenting the Private Property of others to them, also at sundry Times giving the Ships and Cabben stores away. we are sorry to have occasion to Lay those charges against our Commander, but black as they are they can be Proved, by the Journals of the officers, and the Evidence of the most respectable persons in these Parts.

That by this Means he hath rendered himself Despicable to every man on board, has greatly dissatisfied every friend of the cause, and become the derision of its foes.

That we cannot with honor serve any longer under the Comand of the said Thomas Cregier. that in our sincere oppinion (with him as our Commander) we have not done the least service to our Country, and the season of the year being so far advanced, we humbly conceive the vessel unfit to be continued in the service, she being weakened and consequently would endanger our Lives in a gale of wind, besides she leaks so that not a man in the Hold can Lay dry in the Cabbins, and at the same time that we solemnly declare our ardent desire to Exert our utmost abilities in Defence of our Distress'd Country, in any station where there is a probability of doing it; and profess ourselves fully satisfied with the conduct of our Lieutenant, Mr. [Thomas] Quigley, and the officers in general, and though we confess it would be most agreeable to have a Discharge from this vessel, yet if your Honourable House think proper to continue us therein (as long as the season will admit) under the command of Mr. Quigley or any other Person you shall appoint, except the said Thomas Cregier, we shall cheerfully comply — for we beg leave to assure you that we glory in yealding obedience to your commands — but humbly request for the Honor & Interest of our Country and ourselves that the said Thomas Cregier may be Cashiered, and your Petitioners as in duty bound shall every pray

John James Boyd, Surgeon
George Shell, Gunner
John Thomas, Carpenter
John Trail, Boatswain
John Prichet
William Willosey
William Bell
William Radley, Cook
Thomas Still
Timothy Byrns
John Hardy
Henry Bassett
Thomas Shourds
Isaac Pritchet
Samuel Turner
Ezekeil Heazen
Morgan Lahy
John thayer
Nathanell Larance
Mack Donol
Josiah Davis, Steward
Benjamin Woodruff

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1. *New York Historical Manuscripts,* I, 436–37.
2. Date and place established by Thomas Quigley's letter of September 4, 1776.

Journal of the Continental Congress[1]

[Philadelphia] Wednesday, September 4, 1776

Resolved, That the proposal made by General Howe, as delivered by General Sullivan, of exchanging General Sullivan and Lord Sterling for General Prescot [Richard Prescott] and General M'Donald [Donald McDonald], be complied with.

Mr. J. Mease having, in consequence of the resolution of the 30th August, made a report, that he cannot find there is any cloth in this city, fit for making tents, except a parcel of light sail cloth, which is in the hands of the Marine Committee: Whereupon,

Resolved, That the Marine Committee be directed to deliver to Mr. J. Mease all the light sail cloth in their hands: And that Mr. Mease be directed to have the same made into tents, as soon as possible, and forwarded to General Washington:

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1. Ford, ed., *JCC,* V, 734, 735.

John Adams to Dr. Samuel Cooper[1]

[Extract] Philadelphia Sept. 4. 1776

our Generals, I fear have made a Mistake in Retreating from long Island. I fear they will retreat from the City of New York next. — These are disagreeable Events. — I dont like these Measures. — I wish there was more firmness — But let not these Things discourage, — if [illegible] get Possession of New York, long Island, and Staten Island — these are more Territory than their whole Army can defend. – this Year. — They must keep their Force together. The instant they divide it they are ruined. — They cannot march into the Country, for before they get Ten Miles into the Country they are surrounded or their Retreat cutt off. – They cannot go up the North River to any purpose — because, a few Months, will make Ice in it in which their Vessells cannot live. — They must keep the most of their Ships in the Harbour of New York to defend their Army. — I sometimes think, that Providence, against our own opinions and Inclinations has provided better for Us in this Instance than our own Wisdom would have done— that the Enemies Fleet and Army were kept from long Island, they must and would have made an Effort elsewhere for Winter Quarters at Staten Island they could not have wintered. — they must therefore have wintered at Boston, Rhode Island, or have gone to the Southward to Virginia, one of the Carolinas or Georgia, and either of these Cases would, perhaps have been worse, for Us. – The Panick, which is Spread upon the occasion is weak and unmanly — it excites my Shame, and Indignation. But it is moving off. — If our whole Army had been cutt to Pieces it would have been shamefull to have been so intimidated, as some are or pretend to be. – Congress I hope will stand firm. –

1. Adams Papers, MassHS.

JOHN ADAMS TO ABIGAIL ADAMS[1]

[Extract] [Philadelphia] Wednesday Septr. 4. 1776

. . . I am obliged to General [Benjamin] Lincoln for his Information, concerning the Fortifications, which I hope will be effectually attended to, as I am not clear, that Boston is yet Secure from Invasion.

I hope, the Disasters at Long Island, and New York will not dispirit our People. The Ways of Providence are inscrutable. I have strong suspicions that these Disasters have saved Boston from another Invasion, which I think would have been attempted by the two gratefull Brothers, with their whole Fleet and Army, if they had not obtained Long Island.

1. Butterfield, ed., *Adams Family Correspondence,* II, 117–18.

ADVERTISEMENT FOR A DESERTER FROM THE CONTINENTAL FRIGATE *Randolph* [1]

Thirty Shillings Reward.

Deserted from Capt. Samuel Shaw's Company of Marines, belonging to one of the Continental Frigates, Angus Cammeron, born in Ireland, about 5 feet, 8 or 9 inches high, dark complexion, with short black hair, curled behind, a little pock marked, about 30 years of age; it is said he listed in Capt. Craig's company of Lancaster militia. Whoever apprehends said deserter, and secures him in the city, shall have the above reward, and all reasonable charges, paid by

Franklin Reid, 1st Lieut.

1. *Pennsylvania Gazette,* September 4, 1776.

Pennsylvania Journal, WEDNESDAY, SEPTEMBER 4, 1776

Philadelphia [September 4].

Since our last arrived here between 30 and 40 inhabitants of this State, who have been taken at different times by the English Pirates on our coast; They were brought from the fleet at New-York on board the *Orpheus,* and landed at Lewis-Town on Cape-Henlopen,

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CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE [1]

Providence, at Sea in No Latd 37°40′ &
Wt Longitude 54° Sept. 4th 1776

Gentleman

I had the honour of writing to you the 27 Augt pr the Brigantine *Brittania* which I sent in under the Care of Lt Wm Grinnell Since that I have been to the Southward near the parallel of Bermuda & bro't too four Sail of French Spanish & Danish Ships homeward Bound but without gaining any usefull Information. – on the first Currt. I fell in with a Fleet of five Sail – one of them being very large it was the Genl opinion on board here that she was either an Old Indiaman outward bound with Stores or a Jamaica three Decker bound homeward we found her to be an English Frigate mountg twenty Six Guns upon one Deck She Sailed fast & pursued us by the Wind till after four hours Chace the Sea running very Cross She got within Musquet Shot of[f] our Lee Quarter – as they had continued firing at us from the first without Shewing Colours I now Ordered ours to be hoisted & began to fire at them Upon this they also hoisted American Colours and fired Guns to Leeward – but the bait would not take for having every thing prepared I bore away before the Wind & set all our Light Sail at Once so that before her Sails could be trimmed & Steering Sails set I was almost out of reach of Grape & soon after out of reach of Cannon Shot. – Our "Hairs breadth Scape" & the Saucy manner of making it must have mortified him not a little had he forseen this motion & been prepared to Counteract it he might have fired Several Broad Sides of Double Headed & Grape Shot which would have done us very material Damage but he was a bad marksman & tho' within Pistol Shot did not touch the *Providence* with one of the many Shot which he fir'd.

I met with no other Adventure till last night when I took the Bermuda built Brigantine *Sea-Nymph* bound from Barbadoes for London with a Cargoe of two hundred & twenty seven Hogshead's & Eight barrels of Rum, Five Hogsheads two Tierces & ten barrels of Sugar Six bags Ginger fourteen Casks of oil & Twelve Pipes best particular London Market Madeira Wine–

The Brig is new & Sails very fast so that she is a pretty good prize. – By the Master of the Brig & a Passenger I hear that the *A Doria* was off Bermuda a few days Since also that Capt Weeks [Wickes] had an Action with an English Sloop of War off Martinico & that our Side was victorious & drove the Englishman into Martinico –

I am now convinced that I am too late in the Season I will however try my utmost 'tis not impossible that I may yet fall in with another prize I did not expect to have found a Frigate Convoying two Ships a Brig & a Sloop if the Store Ships come out all under Convoy my hopes of Success from that Quarter must fall Short. – I have the honor to be with much Esteem & Respect Gentlemen [&c.]

Jno P Jones

N B the Brigt *Sea Nymph*s Crew are as follows Vizt

1	Francis Trimingham	Master
2	William Lovil	Mate
3	Wm Johnson	Sailor
4	John Hardy	do
5	Jamie	Negro — Sailors
6	Anthony	
7	Peter	
8	Will	
9	Davie	

& Mr Saml Scott Mercht. of London Passenger

[1] Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 81–82, NA.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS[1]

Honoured Sir *Providence* at Sea 4th Septr 1776.

I herewith inclose for your inspection all the letters and Papers which I found in the Brigantine *Sea Nymph* — for the Particulars of my Cruise hitherto I must beg leave to refer You to the within Open letter to the Marine Board which please to lay before them — I purpose to Stand to the Southward in hopes of falling in with some Ships which I understand are now on their Passage from Barbados – but at this late Season my Success is very Uncertain — I will, however, Ply about in this Meridian as long as I think I have any chance and if I fail at last I can run to the Northward and try for better Success among the Fishermen which may Answer no bad Purpose by increasing the Number of our Seamen. — however my cruise may terminate I forget not the Singular Obligation I owe to Mr Morris who Promoted it for my honour and Advantage & I esteem the Honour done me by his accepting my Correspondence as the greatest favour I could have Aspired to — I conclude that Mr [Joseph] Hewes hath Acquainted you with a very great Misfortune which befel me Some Years ago and which brought me into No America — I am under no concern however that this or any Past Circumstance of my life will Sink me in your Opinion Since human Wisdom cannot Secure us from Accidents it is the greatest effort of Reason to bear them Well. — I will from time to time carefully communicate to you every intelligence in my Power — and "As the regulations of the Navy," he says, "are of the Utmost Consequence You will not think it Presumption if with the Utmost diffidence I Venture to communicate to you Such hints as in my Judgement will Promote it's Honour and Good government. – I could heartily wish that every Commiss[ioned] Officer were to be Previously examined, – for, to my certain knowledge, there are Persons who have Already except into Commission without Abilities or fit Qualification: I am myself far from deserving to be excused. – from my experience in Ours as well as from my former intimacy with many Officers of Note in the British Navy, I am convinced that the Parity of Rank between Sea & land or Marine Officers, is of more consequence to the harmony of the Service, than hath generally been imagined. – in the British Establishment – an Admiral ranks with a Genl a Vice Admiral with a Lieut Genl a Rear Admiral with a Major Genl a Commodore with a Brigadier Genl – a Captain with a Colonel, a master & Commander with a Lieut Col[o]nel – a Lieut. Commanding with a Major, and a Lieutenant in the Navy Ranks with a Captain of Horse, Foot or Marines. – I propose not our Enemies as an Example for our Genl imitation – Yet as their Navy is the best regulated of any in the World, we must in Some degree imitate them and Aim at such further improvement as may one day make ours Vie with and Exceed theirs. – Were this Regulation to take Place in our Navy it would Prevent numberless disputes and deuelings with otherwise will be Unavoidable." – besides Sir, you know very well that Marine Officers being Utterly Unacquainted with Maritime Affairs – are in those Cases unfit Persons to Preside at or Compose half the number of a Court Martial. – I beg Pardon for the liberty – I thought that Such hints might escape Your Memory in the Multiplicity of Business. – I have Always Understood that the Sentince of a Court Martial when Confirmed by a Commander in Chief was definitive and Admitted of no Appeal – to Prove this I must again recur to English authority in the Case of Lord Geo. G. Sackville who for disobeying the Orders of Prince Ferdinand at the Battle of Mindan was by a Court Martial held at the Horse Guards Rendered incapable of Serving Afterwards in any Military Capacity – Altho' his great Abilities were then well known and are Generally acknowledged at this day – I am led into this Subject by hearing with Astonishment the Application and Complaint of the late Captn [John] Hazard to the Marine Board after he had been found "Unworthy of Bearing his Commission in the Navy" by the Undivided Voice of a Court Martial where I had the honour to Sit as a Member.

If he was then Unworthy of bearing his Commission I cannot see what new Merit he can have acquired – and even if he had merit it would not be Sound Policy to reverse the Sentence – it would make Officers Stand less in Awe and attend less Punctually to their duty – and it is not Impossible that it might Induce future Court Martials in some Cases to inflict Personal Punishment from whence there is no Appeal.

There was a Mistake made in the date of my Commission which Unless you Stand my Friend will make a material difference when the Navy Rank is Settled – I took Command here the Tenth day of May as appears the Order and Appointment of the Commr in Chief on the Back of my Commission as Eldest Lieutenant of the Fleet. and my Commission as Captain is not dated 'till the Eight day of August – which you know is not fair as it would Subject me to be Superseded by Captain Robeson [Isaiah Robinson] who was at first my Junior Officer by Six – Perhaps it might Subject me to be Superseded by Others. – If I have deserved so ill as to be Superseded I am Unworthy of bearing my Commission. – I esteem it a greater disgrace and Severer Punishment than to be fairly broke and dismiss'd the Service. – I have ordered Mr [William] Hopkins the Prize Master to deliver You a Turtle which Please to Accept – I have the Honour to be with Grateful Esteem and much respect [&c.]

JPJ.[2]

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1. Papers of John Paul Jones, 6489–6490, LC.
2. Captain Jones had a busy pen on September 4. He also wrote a letter to Esek Hopkins (filled with flattery for the Commodore) similar in content to those written to the Marine Committee and Robert Morris. Naval History Society Collection, NYHS.

JOURNAL OF H.M.S. *Active,* CAPTAIN ANTHONY HUNT[1]

Septemr 1776 Charles Town Lighthouse Wt 7 Leagues
Wednesday 4th at 11 took the *Rutledge* Schooner, laden with Rice and Indigo. Dispatched the prise to Cape Fear.

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1. PRO, Admiralty 51/5.

MINUTES OF THE ROYAL COUNCIL OF WEST FLORIDA[1]

[Extract]

At a Council, held at His Excellency the Governor's
House in Pensacola the 4th September 1776.

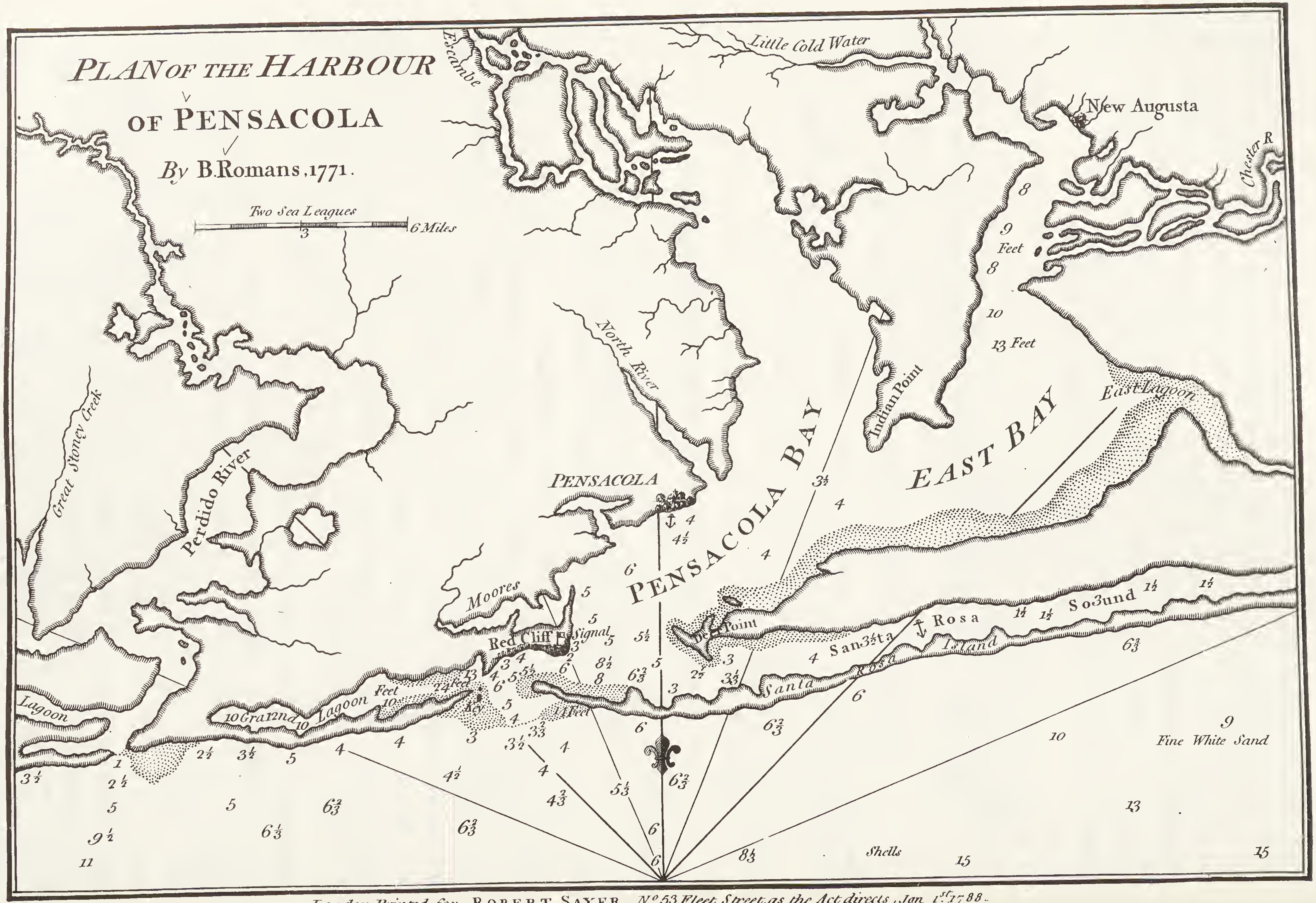
His Excellency Acquainted the Board that he had called them together in Consequence of different Intelligences Communicated to him by the Superintendant of Indian Affairs respecting the designs of the Rebels to attack this Colony and at this Critical Situation of Affairs he wished to have all the assistance and advice of His Majestys Servants. . . .

It also appearing to the Board that there is reason to apprehend the Rebels have designs against Mobile – They therefore recommend that the Engineer form an Estimate of the Expence Necessary to be incurred by temporary repairs to secure that Post in case of any Attack upon it and Report the same as soon as he can to this Board.

His Excellency also laid before the Board a Letter which [he] had received from Lieut Charles Cobb commanding His Majesty's Armed Sloop [*West*] *Florida* in this Harbour. . .[2]

Upon which it was recommended by the Board that His Excellency do request Lieut Cobb at this Critical Juncture of Affairs to give Orders that the *West Florida* armed Sloop (sent down with an intent to be of Service to the Province) may remain here untill the Arrival of Capt Davey in the *Diligence* – who is hourly expected or some other of His Majestys Ships –

And they farther recommend that His Excellency also apply to Lieut Cobb to give the proper Orders that the *West Florida* afford what assistance she can to the works to be carried on for the Security and defence of


PLAN OF THE HARBOUR OF PENSACOLA

By B. Romans, 1771.

Two Sea Leagues
3
6 Miles
Escambe
Little Cold Water
New Augusta
Chester R
Feet
13 Feet
North River
Indian Point
PENSACOLA BAY
EAST BAY
East Lagoon
PENSACOLA
Great Stoney Creek
Perdido River
Moores
Red Cliff
Signal
Point
Santa Rosa Island
Rosa
Sound
Santa
Lagoon
10 Grand 10 Lagoon 10
Feet
24 Feet
Key
11 Feet
Fine White Sand
Shells

London, Printed for ROBERT SAYER, No. 53, Fleet Street, as the Act directs, Jan 1st 1788.

this place and more particularly in bringing up a quantity of timber now laying at the Red Cliffs Rose Island and Tartar point which will be wanted for that purpose

The Board also think it their indispensible duty to mention that as His Excellency is acquainted by a Letter from Lord George Germain – that His Majesty has thought fit to give orders to Sir Basil Keith and Admiral Gayton for the protection and Security of this Province in any Event which may happen in the present State of Rebellion in North America –

They therefore think it highly proper to recommend that His Excellency the Governor do desire Lieut Cobb to hold himself in readiness immediately to proceed to Jamaica in the Armed Sloop [*West*] *Florida* with dispatches from His Excellency to Sir Basil Keith and rear Admiral Gayton representing the alarming Situation we are at present in – and require that all the assistance which they can afford us may be immediately sent down for the Relief and protection of this Province – And then the Board were adjourned till tomorrow morning –

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1. PRO, Colonial Office, 5/634, Part II, 371–72, 377–78, 378–79, LC Photocopy.
2. See Lieutenant Cobb's letter to Governor Peter Chester, September 2, 1776.

5 Sept.

JOURNAL OF THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES[1]

[Exeter] Septr 5th 1776,

Whereas the American Congress have lately extended their Former Resolutions relating to ships & other vessells, their Tackle, apparel and Furniture and all goods, Wares & merchandise belonging to any Inhabitant or Inhabitants of Great Britain taken upon the High Seas or between high & low water mark; To all ships and other Vessells, their Tackle, apparel and Furniture, and all goods Wares & Merchandise belonging to any subject or subjects of the King of Great Britain, Except the Inhabitants of the Bermudas and [New] Providence or the Bahama Islands: In order to carry into effect the Resolutions of said Congress touching the above matters according to the Design and Intent thereof;

Be it Resolved, and it is hereby Resolved by the Council and house of Representatives for said Colony, That the Judge of the Court Maritime for this Colony for the time being, is hereby fully & amply Impowered to hear Try, adjudge & Determine the Justice of any Capture or Captures of any ships or other vessell, their Tackle, Apparell & Furniture, and of all goods, Wares & Merchandize belonging to any subject or subjects of the said King, Except as before excepted, that have been or shall be taken and brought into any Port or place within this Colony; And if upon Trial of such Capture or Captures it shall be found that the ships or other vessells and goods, Wares & Merchandise so taken & brought in, belong to any of the subjects aforesaid, Except as before excepted, Then the said Judge shall and may

Proceed to condemn & Distribute the Same, as the Law of said Colony & Resolutions of said Congress shall direct. Sent up by the Clerk. [Concurred.]

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1. Bouton, ed., *Documents and Records of New Hampshire,* VIII, 346.

MASTER'S LOG OF H.M.S. *Milford*[1]

Septr 1776	Do [Cape Ann] NW 7 Leagues.
Wednesdy 4	at 5 AM saw a Ship & Schooner to the So ward, made Sail and gave Chace, the Chace standing towards us Barricaded & Clear'd Ship for Action at 8 spoke the Chace proved to be His Majs Ship *Liverpool* & her Prize Brot too Maintopsl to the Mast and Hoisted out the Cutter at 11 saw a Sail in the N E Quartr made Sail and gave Chace, parted Company with the *Liverpool.* Fresh Breezes and Squally at 1 PM Still in Chace at 7 lost Sight of the [Chace] Shorten'd sail and in 2d Reefs T. Sails, Tack'd Occasionally, Brot too Maintopsl to the Mast at 11 saw a Sail under our Lee Bow, Bore down and took her she proved to be an American Sloop loaded with Wood for Boston,
Thursdy 5	at 6 AM saw our Chace at an Anchor in Salem lost Sight of the *Liverpool* and Prizes, in Company the Brig, Scuttled the Sloop & sunk her.

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1. PRO, Admiralty 52/1865.

JOURNAL OF THE MASSACHUSETTS COUNCIL[1]

[Watertown] Thursday Septr 5th 1776

Return of Amos Windship to be Surgeon on Board the Brig *Massachusetts* whereof Daniel Souther is Commander, Read and Ordered that the said Windship be Commissionated Agreeable to his Rank. –

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1. Mass. Arch., vol. 19, 215.

JOHN BRADFORD TO ROBERT MORRIS[1]

[Extract]

Sir – Boston 5th Sepr 1776

. . . You may Rely on your directions to Capt [Stephen] Cleveland being most punctually Complied with in every respect[2] . . .

I beg leave to hint that I last week wrote your worthy president relative to a matter wch as it concerns his private interest its probable he may be backward in mentiong to the Comee vizt the Agent for New hampshire stops all Continental prizes that occasionally goes into their harbour mouth for a nights Anchorage, and Orders them up to town there to be sold, their harbour is so Situated that as the Autumn Approaches, its not probable we may have another prize here the whole season and its a notorious fact, that vessells nor Cargoss, will sell for more than half they would sell for here —

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1. Papers of Robert Morris, Accession 1805, LC.
2. See Volume 5, 1286–88.

New-England Chronicle, THURSDAY, SEPTEMBER 5, 1776

Boston, Thursday, September 5.

Our last Accounts from Halifax say — They left there 40 Sail of Vessels, Prizes, &c. —

Sails for London, from Halifax, in the *Princess Royal* Jamaicaman, Robert Hollowell, Nat Mills, Printer, Margarett Draper and Family; George Deblois, Sam Rogers, Sam Hughes, John Atkinson, the Miss Cummings's; and Justice Cutler of New-Hampshire.

Captain [Daniel] Waters, in the *Lee* Vessel of War, has retaken a Sloop bound for Halifax, which was lately taken off this Harbour, by the *Milford* Frigate, and sent her safely into Port.[1]

Taken up by the Company stationed at Plimouth for the Defence of the Sea Coast, the Hull of the Sloop called the *Smilling Molley,* with her Name wrote on her Stern, with white Paint, is almost 90 Tons burthen, appears to be about two Years old, was scuttled and drifting along Shore when found, the 24th of August current, about 5 Miles to the Northward of the Light House on the Gurnet, is painted with green Hants, and green Stern, had her Mast carried away by the Deck, and quite empty, not a Chest or Paper on board, is now at the Wharf in Plimouth. Any Person claiming Property, are desired to apply to Captains William Weston and Jesse Harlow, at Plymouth, being the Commanders of the Company above-named.
Plimouth, Aug. 31.

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[1] The sloop *Betsey* with cordwood.

"A ROLL OF ALL THE OFFICERS AND MEN BELONGING TO THE SHIP *Alfred* FROM THE TIME OF HER BEING PUT INTO COMMISSION UNTILL THE 5TH OF SEPTEMBER 1776."[1]

Time of Entry	Place shipped at	Station in which they have entered	Dead. Run. discharged turned over. &c.	Time when	Number	Mens' Names
1775	Rhode Island	Comr in Chief			1	Esek Hopkins Esqr.
Dec. 7th	Connecticut	Captain			2	Dudley Saltonstall
Dec. 7th	Philada.	1st Lieut	Promoted	May 10th 1776	3	John Paul Jones
November 20	Rho. Island	Lieutenant	Run	May 1st 1776	4	Benjamin Seabury
" 20	ditto	Lieutent			5	Jonathan Pitcher
December 18	Connecticut	ditto			6	Jonathan Maltbie
" 7	Philada	Master	Turned over to the *Columbus*	Augt 7 – 1776	7	John Earle
" 11	ditto	1st Mate	Run	May 27 – 1776	8	George May
Novemr 29	ditto	2nd Mate	dischd	Augt 26	9	Thomas Vaughan
1776						
January 3d	ditto	3rd Mate	Turned over to *Columb.*	August 7	10	Philip Alexander
1775						
December 31	Rho. Island	Midshipman	Promoted to Master	August 20	11	Walter Spooner
November 20	ditto	ditto			12	Esek Hopkins jr.
" 20	ditto	ditto	Run	July 12, 1776	13	Rufus Jenckes
[1776]						
Jany. 2	Philadelphia	ditto	Turned over to *Columbus*	Aug 7, 1776	14	George House
1775 Dec. 25	Philada	Midshipman	Promoted to 2nd Lieut.	Aug 20 76	15	Robert Sanders
" Dec. 21	Connecticut	ditto	Promoted to Master	ditto	16	Charles Bulkley
" Novr 18	Philadelphia	Surgeon			17	Joseph Harrison
" Novr 24	Rhode Island	1st Mate	Turned over to *Providence*	May 13 – 1776	18	Henry Tillinghast

1776 Jan. 1st	Philadelphia	2nd Mate	Turned over to *Columbus*	May 30	19	John Scott
1775 Dec. 1st	ditto	Com Secretary			20	Samuel Lyon
Dec 21st	Connecticut	Capts. Clerk	Turned over to *Trumbull*	Sept. 8 – 1776	21	Alexander P. Adams
" 21	ditto	Sail Maker	Discharged	Augt 14	22	George Colfax
" 28	ditto	Carpenter			23	Samuel Tyler
" 21	Philadelphia	Gunner	Turned over to *Columbus*	Aug 7 1776	24	James Thomas
" 12	Boat [*sic*]	Boatswain	" " " *A. Doria*	Aug. 8	25	Francis Worrall
" 21	ditto	1st Mate	Run	May 20 – 1776	26	Francis Roderick
" 21	ditto	2nd Mate	Turned over *Aw Doria*	May 13	27	Lawrence Meadows
" 25	ditto	Yeoman	Killed	April 6 – 1776	28	John Geddins
Novr 25	ditto	Lieutenant	Turned over to *Fly*	Feby 1776	29	John Fanning
Decr 11	ditto	Quart Gunner			30	Edwd Billangee
Decr 14	ditto	Ships Steward	Run	May 27 – 1776	31	William Davinport
" 14	ditto	Gunners Mate			32	Elias Carr
Novemr 10	ditto	ditto	Turned over to *A. Doria*	May 13 – 1776	33	Daniel Harper
Decembr 14	ditto	Gunnr Yeomn	" " " *Columbus*	May 30	34	Isaac Fox
14	ditto	do	" " " "	August 1st	35	James Mein
14	ditto	Qr G–r			36	James Rankin
14	ditto	Seaman			37	Jacob Collett
27	ditto	ditto	Turned over to *Columbus*	May 30 1776	38	William Barns
14	ditto	ditto	ditto	ditto	39	Edward Bowen
18	ditto	ditto	Run at Riedy Isld		40	Robert Barry
18	ditto	Coopers Yeoman			41	William Johns
16	ditto	Cooper	Turned over to *Columbus*	Aug. 7 – 1776	42	Thomas Hall

“A Roll of all the Officers and Men belonging to the Ship *Alfred* from the time of her being put into Commission untill the 5th of September 1776.” Continued

Time of Entry	Place shipped at	Station in which they have entered	Dead. Run. discharged turned over &c.	Time when	Number	Mens Names
Decemr 16	Boat	Commo Steward	discharged	May 10 – 1776	43	John Connor
“ 16	ditto	Armourer			44	Joseph Wood
1776 January 3	ditto	do Mate	Run	May 19 – 1776	45	Geo. O’Harra
1775 December 14	Connecticut	Seaman	discharged	June 14 – 1776	46	Wm Fagan
“ 23	do	ditto	ditto	June 16	47	James Holt
“ 30	do	ditto			48	Peter Holt
1776	“	O Seaman	Run	April 10 – 1776	49	Samuel Proctor
1775 December 30	“	Seaman	Run	April 21	50	Samuel Lollard
1776 January 1	“	A. Seaman	Run	July 17 – 1776	51	Elias Robbins
3	“	“	Left the ship	July 3 – 1776	52	John Cole
“ 2	“	“	ditto		53	Robert Babcock
“ 2	“	“	ditto		54	James Palmer
“ 2	“	“	ditto		55	James Brand (Nathan)
“ 2	“	“	ditto		56	Daniel Palmer
1776 January 3	Connecticut	A Seaman	Left the ship	July 3 – 1776	57	Peter Peters
“ 2	“	“	Left sick in Connectt		58	Moses Palmer

" 3	"	"	Left the ship	July 3 – 1776	59	Elihu Babcock
" 3	"	"	ditto	ditto	60	Asa Lewis
" 4	"	"	discharged	Aug 2 1776	61	John Chester
" 4	"	"	ditto	ditto	62	Peleg Toker
" 8	"	"	died	April 16 – 1776	63	Edwd Derrick
" 10	"	"	Run	March 13	64	Richd Salter
" 6	"	"	Left sick in Connectt		65	Labius Gavitt
1775						
Decembr 20	"	"	discharged	June 20 – 1776	66	Thomas Cook
" 20	"	"	discharged	June 20	67	Ward Buckley
" 20	"	"	discharged	June 20	68	Daniel Wheeler
" 20	"	"	Turned over to *A. Doria*	May 13 – 1776	69	David McKinney
" 19	"	O Seaman	died	March 21	70	William Bennet
1776						
January 2	"	A Seaman	Left sick in Connectt		71	John Perry
1775						
December 22	"	"	Run	April 30	72	Rodwell Hewes
1776						
January 3	"	"	Run	March 15	73	Robert P. Webber
1775						
December 18	"	"	Left sick in Connectt		74	Oliver Bradley
December 28	"	Oy Seaman	ditto		75	Titus Dutton
" 25	"	"	Run	Mar. 13 – 1776	76	George Leonard
1776						
January 11	"	A. Seaman			77	William Bidwell
Feby. 11	New Jersey	Oy Seaman	died	June 9 – 1776	78	Dixon Ewing
1775						
December 22	Philadelphia	Ships Cook	discharged	May 31	79	James Lynch
" 22	"	Carpenter	Run	June 4 – 1776	80	William Beatty

"A Roll of all the Officers and Men belonging to the Ship *Alfred* from the time of her being put into Commission untill the 5th of September 1776." Continued

Time of Entry	Place shipped at	Station in which they have entered	Dead. discharged Run. turned over &c.	Time when	Number	Men's Names
1776						
Jany. 12	"	Stewd Mate	turned over to *Columbus*	May 30	81	Joshua Mitchell
1775						
December 28	"	Carps Yeoman	ditto	ditto	82	James Lynn
Novembr 18	"	Trumpeter	Died of his wounds	April 25th	83	Thomas Ward
December 26	"	Carps. Mate	Turned over to *Columbus*	Aug. 7	84	William Morrow
" 28	"	A Seaman	ditto	May 30th	85	John Moor
1776						
Jany 1	"	"	Run at Reedy Island		86	Patrick Rice
January 2	Philadelphia	A Seaman	Run at Reedy Island		87	Barnabas Mullen
" 2	"	"	ditto		88	Thomas Mulford
" 3	"	Master at Arms			89	Joseph Craig
" 3	"	Taylor			90	John Whiteman
" 3	"	A Seaman	Run at Reedy Island		91	Thomas Wheeler
" 3	"	"			92	James Wilson
" 3	"	"			93	Kennet McCloud
" 6	"	Oy Seaman	killed	April 8. 1776	94	Cornelius Sears
" 6	"	Taylor			95	Barnabas Steenback
1775						
December 26	"	A Seaman			96	Anthony Frank

1775						
December 20	Philadelphia	A Seaman	Run at Reedy Island		97	John Doran
10	"	Cabbin Cook	Run	May 9th 1776	98	Samuel Williams
10	"	Caulker			99	Robert Shillingsford
25	"	Cooks Mate	turned over to *Columbus*	Augt 7	100	Patrick Doyle
14	"	ditto	Made chief Cook	June 1st	101	Jacob Wasbie
26	"	Cooks Mate	turned over to *A. Doria*	May 13th	102	James Hayes
1776						
Jany. 18	"	Cooprs Mate	ditto	ditto	103	Robert Cochran
1775						
December 26	"	Quarter Mast.			104	John Dobbie
21	"	ditto	turned over to *A. Doria*	May 13th	105	Arthur McDougall
1776						
January 2	"	ditto			106	Alexr Binnigall
15	"	ditto	turned over to *Columbus*	May 30th	107	Thomas Caton
1775						
December 15	"	Quar Gunner	turned over to *A. Doria*	May 13th	108	Rolan Edwards
" 26	"	A Seaman			109	Emanuel Lewis
" 14	"	"	Run	May 20	110	William Howell
1776						
August 8	From *Aw Doria*	Boatswain	Run	Sept.	111	Joseph Shields
1775						
December 27	Rho. Island	A Seaman	Run	April 30	112	Benja Sissell
" 27	"	"	turned over to *A. Doria*	May 13	113	Thomas Conner
" 27	"	"	ditto	ditto	114	Richard Wilson
" 28	"	"	Run	April 30th	115	Thomas Fisher
" 28	"	"	Run	April 27th	116	John Baptist

"A Roll of all the Officers and Men belonging to the Ship *Alfred* from the time of her being put into Commission untill the 5th of September 1776." Continued

Time of Entry	Place shipped at	Station in which they have entered	Dead. discharged Run. turned over &c.	Time when	Number	Mens' Names
" 29	"	"	Run	ditto	117	Benja Night
" 27	Philadelphia	"	turned over to *Columbus*	Aug. 7th	118	James How
1776						
Jany 3d	Rho. Island	"	Run	Sept.	119	Daniel Munro
1775						
Decemr 31st	"	"	turned over to *A Doria*	May 30th	120	John George
" 14	"	"	turned over to *Columbus*	May 30th	121	Charles McDonald
" 31	"	"	discharged	April 15th	122	Gideon Freeborn
" 11	"	"	Run	March 15th	123	Henry Banks
" 11	Philadelphia	"	died	May 5th	124	Isaac Billangee
" 10	Rho. Island	"	turned over to *A. Doria*	May 13th	125	Ezekiel Wilson
" 29	"	"	ditto	ditto	126	William Burns
" 10	"	"	Run	April 30th	127	William McKinney
" 29	"	"	discharged	April 15th	128	Thomas Scott
" 31	"	"	turned over to *A Doria*	May 13th	129	Daniel Durfy
" 27	"	"	Run	March 13th	130	Charles Wisevat
Dec. 28	Rho. Island	A Seaman	died	May 20	131	Joseph Sampson
" 27	"	"	discharged	April 15	132	William Perkins
" 27	"	"	turned over to *Columbus*	Augt 7	133	Thomas Austin
" 28	"	"	discharged	April 15	134	John Cleveland
" 28	"	"	died	March 4	135	Israel Pawhig

" 29	"	"	died	April 9	136	Primus Helle
1775						
December 27	Rho. Island	"	discharged	April 15	137	John Reed
" 31	"	"	"	June 1st	138	Thomas Rogers
" 31	"	"	Run	April 13	139	Richard Springer
" 11	"	"	Run	May	140	Jacob Litchanham
" 27	"	"	Run	May	141	Daniel Collins
" 27	"	"	Run	May 24	142	David Niles
" 14	Philadelphia	Rifle Man	discha	April 15	143	John Winters
" 14	"	"	turned over to *Columbus*	May 30	144	James Ogg
" 14	"	"	Run	April 15	145	James McCracken
" 26	"	A Seaman	Run	April	146	James Robinson
" 28	Rhode Island	"	Run	April	147	Joseph Brown
" 28	"	"	Run	April	148	Daniel Billings
" 28	"	"	Run	April 12	149	John Thomas
1776						
Jany. 6	"	"	Run	April	150	Edward Ingraham
1775						
December 11	Philadelphia	"			151	John Barmore
" 10	"	Ships Barber			152	John Holden
" 13	"	O Seaman	Run	Aug. 1st	153	John Kinnedy
" 31	"	"	Run	April 13	154	Robert Hardy
" 31	Rho. Island	Boy	Run	May 28	155	Ezekiel Billings
" 31	R. Island	Boy	died	March 27	156	Joseph Hope
" 21	Philadela	do	dischd	May 10	157	Edward Dorman
1776						
Jany. 2d	"	do	turned over to *A. Doria*	Augt. 8th	158	Samuel Lewis
" 8	"	do	ditto	May 13	159	John McCormack

"A ROLL OF ALL THE OFFICERS AND MEN BELONGING TO THE SHIP *Alfred* FROM THE TIME OF HER BEING PUT INTO COMMISSION UNTILL THE 5TH OF SEPTEMBER 1776." Continued

Time of entry	Place shipped at	Station in which they have entered	Dead. discharged Run. turned over. &c.	Time when	Number	Mens Names
[1775]						
Decem. 29	R. Island	do	Run	May 28	160	Samuel Rogers
1776						
Jany 25	Philada	do	turned over to *Fly*	April	161	John Frame
3	"	do	turned over to *Columbus*	Aug. 7	162	Thomas Wailling
	"	do	Run	"	163	James Betty
1775						
Decemr 28	Connecticut	do	discharged	April 17	164	Walter Tyley
" 29	R. Island	O Seaman	dischard	" 15	165	Walter Chace
" 27	"	"	ditto	ditto	166	Joseph Hawkes
1776						
April 12	from Bomb Brig	Seaman	turned over to *A. Doria*	May 13	167	Floris Ellidge
" 12	ditto	"	Run	July	168	John Farrill
" 12	ditto	"	turned over to *Columbus*	Aug 7	169	Francis Beaujack
"	ditto	"	Run	July	170	Thomas Clark
1775						
Decem. 13	Philadelphia	"	died of his Wounds	April 16	171	John McCarty
1776						
April 17	Connecticut	Surg. Mate	turned over to *Columbus*	Aug. 7	172	Abijah Perkins
" 23	"	Boy	turned over to *Trumbull*	Sept.	173	Brittain a Nagro (Capt Boy)

1775						
Decem. 29	Rhode Island	Seaman	Died	Feby. 18	174	Christ. Phillips
1776						
April 22	R Island	Seaman	turned over to *Provide.*	May 13	175	Richard Pendrick
Jany. 12	Philadelphia	Boy	turned over to *A. Doria*	ditto	176	William Robinson
April 16	Connectt	ditto	ditto	ditto	177	James Edwards Run Oct. 6
1775						
Decr 27	R. Island	Seaman	ditto	ditto	178	Francis Gould
"	"	"	turned over to *Columbus*	Aug. 7	179	Jeremiah Brown
"	"	"	Run	May 17	180	Joseph Francis
1776						
Jany. 20	Philada	"	Run	May 20	181	Thomas Adams
			Run at Reedy Island		182	Daniel Collit
			ditto at ditto		183	Edmund Tillotson
			sent on shore sick	May	184	Richard Grinnell
Jany.	Philada	A Seaman	Run	May	185	Benjamin Hamman
Jany. 2	"	"	Run	May 1st	186	Francis Gabriel
" 2	Connecticut	"	turned over to *Fly*	Feby.	187	Robert Robertson
1775						
Decem. 29	R. Island	"	Run at Reedy Island		188	Thomas Johnson
" 29	"	"	Run	May	189	John Rogers
" 27	"	"	Run at Reedy Isld		190	Thomas Burgess
1776						
Jany. 6	Philada	"	Run at ditto		191	William Harris
"	"	"	ditto		192	William How
1775						
Decemr 27	R. Island	"	ditto		193	Joshua Catavowe

"A ROLL OF ALL THE OFFICERS AND MEN BELONGING TO THE SHIP *Alfred* FROM THE TIME OF HER BEING PUT INTO COMMISSION UNTILL THE 5TH OF SEPTEMBER 1776." Continued

Time of Entry	Place shipped at	Station in which they have entered	Dead. discharged Run. turned over. &c	Time when	Num-bers	Men's Names
1776						
Jany. 3	Philada	"	ditto		194	Zephaniah Pool
		"	ditto		195	James Kirkwood
		"	ditto		196	John Mathews
		"	ditto		197	Michl Mc.Lallan
1775						
Dec. 27th	Philada	"	ditto		198	Abner Russell
		"	ditto		199	Thomas Tracey
		"	ditto		200	Thomas Finney
Dec. 29	Philada	"	ditto		201	David Forbish
29	"	"	ditto		202	Joseph Dicks
28	"	"	turned over to *Columbus*		203	John Moore
1775						
Nov. 20	Philada	Captain	Promoted		1	Samuel Nicholas Esq:
" 28	"	1st Lieut.	do		2	Matthew Parke
" 28	"	2nd Lieut	Killed	Apl. 6 – 1776	3	John Fitzpatrick
Dec. 14	"	Serjeant	turned over to *Columbus*	Aug. 7	4	William Hamilton
" 8	"	do			5	Alexander Nilson
" 14	"	Corporal	turned over to *Columbus*	Aug 7	6	James Marshall
" 19	"	"	Run	Feby. 8	7	John Creely
" 8	"	Drummer			8	James Edgar

"	13	"	Private	Run	May 19	9	John Bingham
"	17	"	"	Run	Septr 3	10	Richard Evitt
"	13	"	"	turned over to *Columbus*	June 9	11	Thomas Lewallen
"	19	"	"	discharged	Nov. 7*	12	Israel Vanluden
Dec.	16	"	"	Run	May 1	13	Samuel Mickery
"	16	"	"	turned over to *Columbus*	May 30	14	Thomas Vanluden
1775							
Dec.	12	Philadelphia	Private	turned over to *Columbus*	May 30	15	Daniel Lafferty
Dec.	13	"	"			16	Thomas Pendall
"	6	"	"	turned over to *Columbus*	Augt 7	17	John Nick
"	7	"	"	Run	May 17th	18	Leonard Cooper
"	16	"	"	Died	May 11th	19	John Hannah
"	8	"	"	turned over to *Columbus*	June 9th	20	John Curtin
"	11	"	"	ditto	Augt. 7th	21	Robt McAuley
"	12	"	"	Run	May 23d	22	John York
"	21	"	"	discharged	Oct. 22*	23	John Long
"	24	"	"	turned over to *Columbus*	May 30th	24	John McLocklin
"	13	"	"	Run	April 9	25	William Howell
"	13	"	"	died	May 10th	26	John Coombs
"	15	"	"			27	Isaac Cogan
"	14	"	"	Run	Aug 6	28	John Steward
"	14	"	"			29	Jeremiah Connel
"	10	"	"	turned over to *Columb*	May 30	30	Robert Robinson
"	10	"	"	ditto	ditto	31	John Stolcop
"	8	"	"	ditto	ditto	32	Robert Richey
1776							
Jany.	14	"	"	discharged	April 16th	33	James Kirkland

"A Roll of all the Officers and Men belonging to the Ship *Alfred* from the time of her being put into Commission untill the 5th of September 1776. " Continued

Time of Entry	Place shipped at	Station in which they have enterd	Dead. Run. discharged turned over. &c.	Time when	Number	Mens' Names
1775						
Dec. 15	"	"	turned over to *Columb*	Aug 7	34	Thomas Burns
" 19	"	"	Run	May 11	35	Joseph Makood
" 16	"	"			36	Matthew Green
1775						
Dec. 7	"	"	discharged	May 12	37	William Leonhard
" 13	"	"	Run	June 7	38	William Williams
" 15	"	"	turned over to *Columbus*	Aug. 7	39	Thomas Donahoe
" 21	"	"	killed	April 6	40	Thomas Owens
" 11	"	"	turned over to *Columb*	Aug 7	41	Patrick OBrian
" 21	"	"	" " " "	ditto	42	Edward Hagan
" 17	"	"			43	Charles Bryant
" 11	"	"	died	April 15	44	George Shrack
" 15	"	"	turned over to *Columbus*	Aug 7	45	Ellis Rowland
" 13	"	"	discharged	April 16	46	Andrew Reily
" 15	"	"	turned over to *A. Doria*	May 13	47	John Glacken
" 15	"	"	Run	March 13	48	John Fox
" 14	"	"	turned over to *Columbus*	Aug. 7	49	John Bill
" 8	"	"	ditto	ditto	50	James Wall
" 19	"	"	turned over to *Columbus*	ditto	51	Patrick McNamara
" 14	"	"			52	Stephen Bell

" 7	"	"	Run { taken at New London May 30. & turned over to *Columbus*	May 25	53	Isaac Hart
" 8	"	"	Run	June 7th	54	Timothy Lynch
1776 Jan. 5	"	"	discharged	Novemr 6th*	55	William Chester
1776 Dec. 16	"	"	Killed	April 6	56	John Dougherty
" 15	"	"	Run. (say sick)	Sept. 28*	57	Michael Cooley
1776 Jany 2d	"	"	turned over to *Columbus*	Aug. 7th	58	James Connell
1776 Jan 5th	Philada	Private	Run	May 25	59	Philip Fitzpatrick
1775 Dec 14	"	"			60	Michael Moore
" 18	"	"	Left at Philada		61	Henry Stalcop
" 18	"	"	ditto		62	Edward Harwisky
" 19	"	"	Run	Jany 29:	63	Christ. Cazner
" 19	"	"	Dead		64	Saml Cornelius
" "	"	Corporal	turned to *Columbus*	7 Augt.	65	John Hamilton

The above is a true copy of the Roll left in the Ship by Captain Saltonstall

James Hogan

* Entries made after the date of the muster roll.

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1. Transcript of Military Papers, Revolutionary War, XL, 657–63, R. I. Arch.

JOURNAL OF THE RHODE ISLAND SLOOP *Independence*, CAPTAIN JABEZ WHIPPLE[1]

Remarkes On Thursday Septr 5. 1776
a 5 A M Came to Sail in Compeny With 5 Sail a 11 Come to Ancker at Tarplain [Tarpaulin] Cove Two Boats Came on Borde With Solders Histed out the Boate and Sent on Shore To Fill Sum Warter all Well on Bord[2]

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[1] *Independence* Journal, RIHS. Journal ends this date.

[2] *Independent Chronicle,* September 19, 1776: "Capt Jabez Whipple, in a Privateer of Providence went up the east passage last Thursday, with a fine large prize ship, bound from St. Vincent, with between 4 and 5 hundred hogsheads of sugar, 100 puncheons of rum and 400 casks of indigo; also a brig loaded with sugar and rum, and a sloop loaded with molasses."

GOVERNOR JONATHAN TRUMBULL TO GOVERNOR NICHOLAS COOKE[1]

[Extract]

Sir, — Lebanon, Sept. 5th, 1776.

. . . We have also determined to equip what naval force we have with all possible dispatch. I have certain intelligence that our forces are withdrawn from Long Island and Governor's Island, and that the two Continental companies, stationed on the east end of Long Island, are come over to the main, and that the militia on Long Island are dispersed. We are extremely desirous to co-operate with your State in every proper measure for our mutual defence, as there seems to be a threatening appearance that the enemy will endeavour to land on the eastward of New York, in order to cut off the communication and prevent supplies to our army. You will undoubtedly judge it expedient to send the regiment you have already raised, with such other force as you shall judge proper, to unite with us in this important measure, as also to augment and send your naval force for that important purpose, and to clear the Sound if possible. The matter undoubtedly demands the utmost attention and dispatch, as all seems to lie at stake. Don't doubt of your most vigorous exertions. I have advised General Washington and the Provincial Congress of the Massachusetts, of the measures we have taken. Would recommend it to you to consult Commodore Hopkins upon the expediency of attempting to dislodge the enemy's ships from the Sound, how far it is probable it might be done; also, whether the ships with you cannot be manned out of the forces you may raise, or is it not probable for the present emergency it may be done from the army. You will please to return an early answer to these matters.

[1] *Collections of the Rhode Island Historical Society,* VI, 169, 170.

GOVERNOR JONATHAN TRUMBULL TO NATHANIEL SHAW, JR.[1]

Sir Lebanon Sepr. 5th 1776

There being necessity of Sending a Number of Troops from New London to the East End of Longisland you are desired to provide necessary Transports & Immedietly provide for the Carrying over Colol [Erastus] Wolcotts Regiment with their Bagage & the Six field peaces at New London and you are directed to forward with them Sufficient quantity of Powder & Ball and as Capt John Dishon is directed to forward Sufficient quantity of Provisions for the Forces would have you Confer with him & so Cooperate that the Provisions may be forwarded as the Troops go on Mr Andrew Huntington of Norwich p[er] order engaged of Capt Jabes Perkins one Suitable vessell for Said Service which must be Improved as a Transport or to Carry stores and there is more to be had at Norwich if wanted & quite Likely a further Number will be soon wanted besides those immed[ia]tily for Colol Wolcotts Regt Resting Satisfied that nothing will be wanting on your part to forward this Important expedition Remain yours to Serve

1. Conn. Arch., 1st Series, IX, 305, ConnSL.

Nathaniel Shaw, Jr. to Barnabas Deane, Wethersfield [1]

N London Sepr 5th 1776

Sir, The Marine Committee at Philadelphia wrote of the 22d Ulto that the Secrett Committee had given you orders to deliver me what Articles you had imported on Continent Accot Should be glad you would forward them to me soon as you can, as I want to make use of them, and any matters you want for the Ship, if wanted be fore She comes Round you can keep, and any other articles you want let me know of it & will Indeavour to supply you.[2] I am Sir Yrs [&c.]

1. Shaw Collection, Letter Book, YUL.
2. Barnabas Deane was superintendent of the Continental frigate *Trumbull* built at Chatham and launched September 5. *Pennsylvania Evening Post,* September 7, 1776.

Nathaniel Shaw, Jr.'s Account against the Continental Sloop *Schuyler*[1]

1776	The Sloop *Schuyler*	Charles Pond Capt	
Sepr 5	To pd Wm Brooks for 90 lb beef @ 3½		£ 2..6..1
	To pd Mrs Cheeny for Nursing Eph Jones	4..0..0	
	To 1 Shirt & Sheet	1.14..6	
	To pd the Sexton	0..6..0	
	To pd Jona Starr for Coffin	0.18. –	6.18..6
	To Doc Wolcotts Bill		3.10..8
	To Doc Thos Coits Bill		3..2. –
			£ 15.17..3
	To My Coms 5 pCt		15..0
			16.13..0

1. Shaw Collection, Book 39, YUL. A partial account, omitting the doctors' bills and Shaw's commission, is in Nathaniel & Thomas Shaw Collection, Ledger 9, YUL.

MAJOR GENERAL HORATIO GATES TO BRIGADIER GENERAL BENEDICT ARNOLD [1]

[Extract] Tyonderoga 5th September 1776.

. . . I am attentive to what you mention with Regard to an Officer being appointed to the Command of the *Royal Savage,* and have, accordingly, fixed my Eye upon Colonel [Edward] Wigglesworth, who has, upon my recommending it to him, most readily undertaken to serve as the Third Officer on Board the Fleet, yourself first, and Genl [David] Waterbury, Second. He will sail tomorrow Morning in the Gondola, now here. The Colonel is a good Seaman, appears to be much of a Gentleman. and has, as far as I can learn, an unimpeached good Character.

Lieutenant [James] Calderwood delivers you this Letter, and carries down with him the Seventy Men you have demanded. I understand Two Hundred Seamen are inlisted at New-York for this Service. They shall be put on Board the Row Gallies, the Moment they arrive. The first Row Galley will be to-day, the other Two, General Waterbury assures me, will be launched this Week. No Time shall be lost in Rigging them, and dispatching them to the Fleet. As soon as you get the Reinforcement I now send you, you will not, perhaps, think it necessary to detain Colonel [Thomas] Hartley's Detachment. He seems exceedingly anxious for them to return, as he hopes to engage his whole Regiment for another Year.

I send you by the Bearer, Lieutenant Calderwood, the Draught of the Lake as you desire. . . .

When General Waterbury and Colonel Wigglesworth join the Fleet, you will be able to dispose it in three Divisions; yourself in the Centre, General Waterbury on the Right, and Colonel Wigglesworth on the left. This Disposition will teach the Captains of the Vessels to know their Commanding Officers, and prevent any Confusion or dispute, about Command, in Case an unlucky Shot, or other Accident should take off the General.

As you have seen, and examined every Part of the Lake in your Way down, I should be glad to know your Opinion, what is the properest, and most defensible Station for the Fleet to take. Gales of Wind will probably be heavy about the Equinox. You are too good a Seaman not to take a secure Place for Anchorage against that Season. I am very much pleased to find the Gondolas are such good Sea Boats.

I fancy you will think it immediately necessary you should send hither your most experienced Pilot, to conduct the Row-Gallies with Safety, to the Fleet. Let him have your positive, and particular Instructions, how You think proper he should proceed. It will be proper you should communicate the Orders you, from Time to Time, receive, to General Waterbury and Colonel Wigglesworth, that they may know how to act upon any Emergency.

(Copy)

[1] Schuyler Papers, vol. 15, NYPL.

MASTER'S LOG OF H. M. BRIG *Halifax*[1]

Remarks &c off Laurences Point.

Wednesday Septr 4th 1776

12 [M.] Got under way And Anchord off Whitestone
10 [A.M.] Empd Wooding and Watering and Setting up the Rigging –
12 [M.] Read the Articles of War &c to the Brigg's Comp
Mod & fair Weather PM saw a Number of Rebels on Hunts point. Weighd and workd over to wards them and Fierd Several Shot at them which drove them off at 8 Shifted our Berth between Hewlets Island and West farm point
Thursday 5 AM at 8 Landed the Marines on Hewlets Island to Guard the Boats in takeing the Cattle from thence
At Noon the Rebels came down of[f] West farm point and Fird several small shot. fird 4 four Pounder wt Round and Grape and drove them off got on Bd Bullock from Hewlets Isld PM the *Brune* Made our Signal for a Petty Officer – Fird several shot at the Rebels on West Farm point

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[1] PRO, Admiralty 52/1775.

BRIGADIER GENERAL SAMUEL HOLDEN PARSONS TO MAJOR GENERAL WILLIAM HEATH, KINGSBRIDGE[1]

Sr

As the Machine designd to attempt blowing Up the Enemy's Ships,[2] is to be transported from the East to the North River where a Small Vessell will be wanted to receive it, I wish you to order One for that Purpose, as all Things are now ready to make the Experiment, I wish it may not be delayed, tho' the Event is uncertain the Experiment under our present Circumstances is certainly worth trying I am Sr [&c.]

[Corlears Hook] 5th Sepr 1776 Sam^{l} H. Parsons

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[1] Heath Papers, MassHS.

[2] David Bushnell's submarine, the *Turtle*. In a letter of October 1787, Bushnell described the submarine to Thomas Jefferson. See Appendix B.

JOURNAL OF H.M.S. *Rose,* CAPTAIN JAMES WALLACE[1]

September 1776 In East River New York.
Thursdy 5th AM Hove up the best Bower. at 9 Moor'd and steady'd the Ship with a Hawser on Shore:
Light Airs with Calms
PM at 4 the Rebels began to Fire upon us from York Island from 2 Battery's 18 and 24 Pdrs which damag'd us much, Do return'd the Fire.

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[1] PRO, Admiralty 51/805.

AMBROSE SERLE TO LORD DARTMOUTH[1]

My Lord,

In my last Letter I acquainted Your Lordship with the safe Arrival of the Hessians and Guards, and of the Troops under General Clinton from the South. By all together, on Sea and Land, we have a very respectable Force; and the Object of this Letter is to inform Your Lordship, how it has been employed. But I will take the Liberty to mention a few Circumstances, previous to the important Events, which are the main Points of Attention, and to which all the rest must be ultimately drawn.

The Hessian General and other Commanders have been treated with the greatest Deference, which (as might be expected with Germans) has made a pleasing Impression upon their Temper and Conduct, and inclined them as heartily in the Cause as the warmest among us could desire. On the other hand, the injudicious Abuse and Menaces of the Rebels, and the Hope of Plunder (for I hear all the Hessian common Soldiers have a Notion of making their Fortunes), have stimulated them to such a Degree, as by no means inclines them to shew Tenderness and Mercy. They are very expert in foraging, and have made great Use of their Time. The Company & example of the British Troops has hitherto prevented all excessive Cruelties.

On the 18th of August in the Morning, the Wind and Tide being fair, the two Ships *(Phoenix* and *Rose)* came down the River again in Defiance of the Rebel Batteries, and, though pelted all the Way, received no other Damage than by one Ball which struck the *Rose* and drove a Splinter into a Man's Leg. Such Artillerists were the Rebels, that all the rest of their Discharges, which were above an hundred, scarce came near either the Ships or their Tenders. A Captain of Engineers from the Town, with his Servant, attempting to get onboard the Ships, was overset in his Boat by the rapid Course of the *Rose* and unhappily drowned: the Servant was saved. The Rebels had attacked and sent up Fire-Ships to burn them, but to no purpose. – Our People destroyed about 200 of them in the Attempt, and towed off the Fire Ships to consume at Leisure, with the Loss only of a small Tender and of two Men.

Early in the Morning of the 22d of August, the English Troops, the Highlanders, and Preston's Light Horse, were conveyed over to Long Island without the least Opposition from the Rebels. – They immediately penetrated into the Country full 10 Miles, the Rebel Forces hastily retiring, and burning all the Ricks of Hay, Corn, &c. as they went. They were pressed upon too suddenly, however, to drive off the Cattle or to do so much Mischief, as the poor People, who are mostly well disposed, informed us they had intended. On the 25th following, the main Body of the Hessians were carried over likewise, and joined the Army, which, upon this Junction, amounted to near 20,000 Men. Some Troops were necessary to be left upon Staten Island, to prevent Incursions from the Jerseys.

On the 27th the important Scene was opened. As Your Lordship will have an Account of the Action in the public Dispatches, I will only relate what passed under my own Observation at a little Distance from the Shore. I saw much of the Battle, which from Beginning to End was almost a running Fight. The Rebels, confident in Numbers, were advanced in an open Field, but on very advantageous Ground, without their Lines. Nothing could exceed the Art of General Howe in the Disposition and Conduct of his Attack. The Army was marshalled into three Divisions. One Column marched under General [James] Grant at a set Time to a particular Spot on the Coast, near to the main Body of the Rebels: The Second under General Clinton took the middle Way over the Hills and came upon the Rebels in Flank, soon after General Grant had posted himself in Front; and, while these were engaged, or rather keeping the Rebels at Bay and amusing them, General Howe with the third Column advanced upon them by a Circuit on their Rear, and nearly hemmed them in. The Rebels, finding this, did not stand a Minute, but all-amazed run with Precipitation to their Lines for the most Part; and the rest, being prevented in their Retreat, were either cut to Pieces, taken Prisoners, or scattered into the Woods, where our People have been hunting and destroying them from Day to Day. The Eagerness and Intrepidity of the Troops is beyond Description. They could not however beat them at running; but they followed them as closely as they could, and with a Spirit which even their Officers could scarcely restrain. Our People suffered most by little Ambuscades behind the Hedges. Considering the Ground, which is rather broken, and strong, the Loss on our Part is as little as could have been expected. We had 54 killed, about 140 wounded, and about 20 missing. Lord Stirling and Genl Sullivan, late a Member of the Congress, with about 90 Officers, are among the Prisoners, with whom for their Number we scarce know what to do. Many of them, principally Irish Emigrants, have offered to enter into the King's Service. They aver, that the Rebel Army was formed in great Measure by Compulsion, and kept together by great Watchfulness and Constraint. The Victory of this Day put His Majesty's Troops in Possession of all Long Island, except the small Peninsula of Brookland.

In the Afternoon of the 28th the King's Army broke Ground and advanced to form a Battery against a high round Fort, which the Rebels have constructed near the Isthmus at Brookland. They strove to dislodge the Troops, fully aware of the Consequences of this Post, and that the Possession of this Ground, which overlooks Governor's Island and the Fort, would give our People the Command [of] both of them and the Town. Their Efforts were loose and languid, and of course in vain. Two of our Men only were slightly wounded by their Fire of Cannon and small Arms, continued for the Space of four Hours.

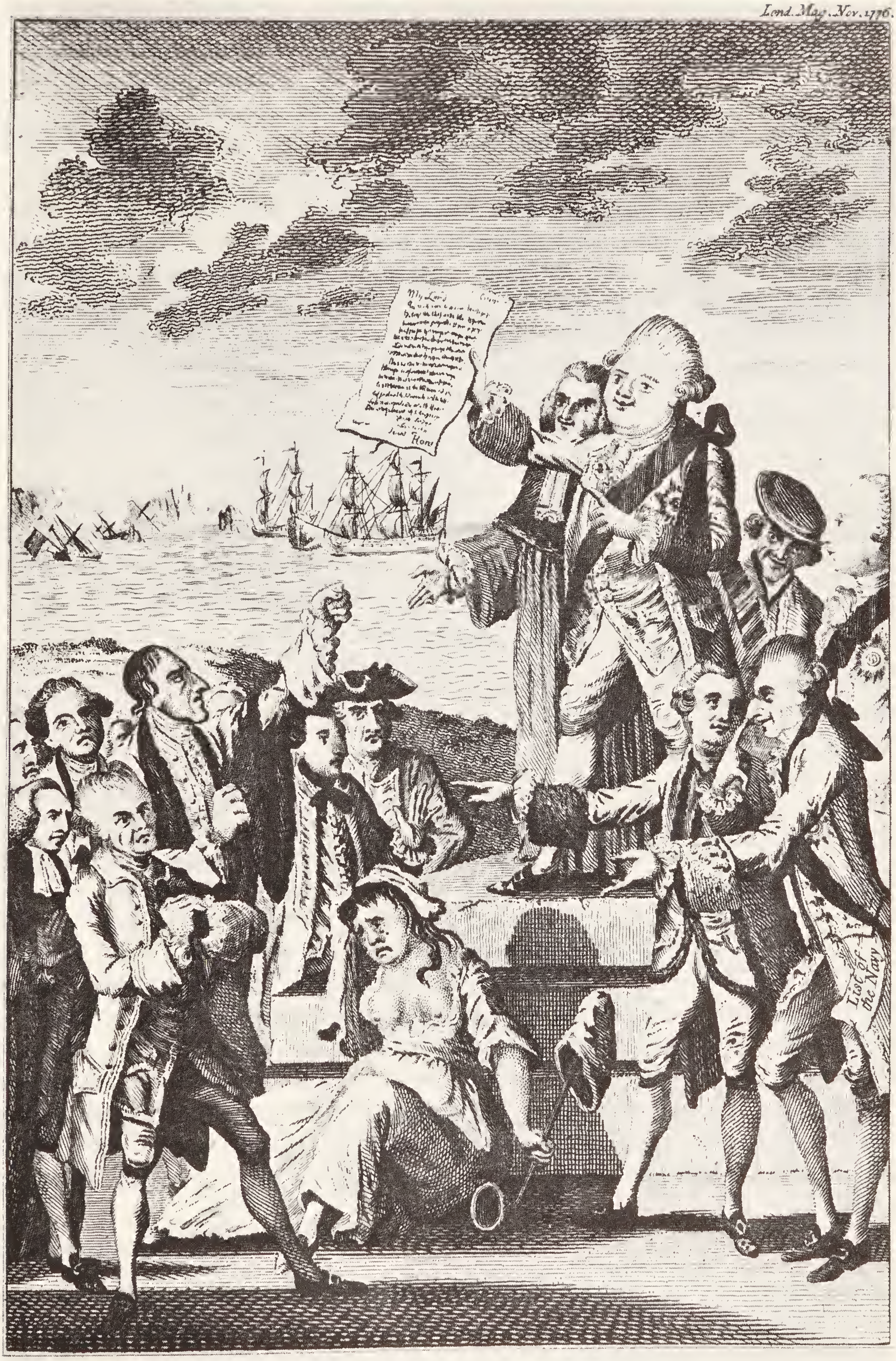
The next Evening, they precipitately evacuated all their numerous Works and Intrenchments upon Long Island; and so precipitately, that many of them were drowned in attempting to pass over to New York Island. Our People were much surprized at an Abandonment, which to have forced from Men tolerably brave and determined, must have cost a great deal of Time and many Lives. I have walked over these Works, and, though

I am no Judge of Fortification; I can clearly see with what infinite Labor and Expence they must have been constructed. Many of them are of great Use to the Troops both for Harbor & Defence. The Reason of so sudden an Evacuation, I am informed, was this: The next Day after their Defeat, a Party of New England Men, who were posted in Connecticut Sound near Hell Gate, came down in great Agitation to the main Body of the Rebels, with the News of some Ships of War passing through the Sound, with the view of preventing their Retreat. Not recovered from the Terror of their Defeat, this Intelligence threw them into the utmost Consternation, and occasioned the hasty Flight I have mentioned. 'Tis observed of these People in general, that they are exceedingly careful of the Security of their Retreat, and that all their Works are constructed as much with a View to an easy Abandonment, as to the Annoyance of an Enemy. The Thought of being surrounded annihilates all their Courage.

The Situation of this People is becoming desperate; and their actual Distresses, to say nothing of their Fears, increase upon them daily. By the Battle, they lost in Killed, Wounded and Prisoners above 3000 Men, which we can account for; and, besides these, the Woods are so noisome with the Stench of the dead Carcasses, which the Hessians left in them, that they are in many Places inaccessible. A contagious Disorder also prevails in their Army; and 7000 of them are said to be sick and incapable of Service. — Jealousies and Feuds prevail among themselves; and they are reported to have lost their former implicit Confidence in their Commanders. Besides all this, the New England Provinces in particular have so entirely devoted themselves to Arms during this last Summer, that their Lands for the most Part have remained untilled; and I am informed by a Man of Character, just escaped from that Country, that their Stock of Cloathing is almost exhausted, and that they have not one eighth of the Quantity requisite for their Covering during the ensuing Winter. In short, the Rebel Force is becoming a Rope of Sand, which a few more Trials will probably break in Pieces.

I mentioned to Your Lordship, that we had among our Prisoners the Rebel General Sullivan and the titular Lord Stirling, two such despicable Characters, that nothing proves more the Want of real Officers or valuable Men among the Rebels, than the Employment and Trust of Persons like these. I have been in the Company of both, The former was once a Servant, afterwards a Lawyer, then a Delegate to the Congress from New Hampshire, and at length a General of the Rebel Army. He was the principal Instigator of the Confusions in New Hampshire, and is remarkable neither for Decency nor Probity, but very much for a Species of low Chicane, in which the Lawyers in general of this Country are known to excel, and by which he himself has succeeded to his present Eminence of Situation. Modesty has not been remembered to embarrass either him or his Colleague, who is a thousand times worse than nothing in his Circumstances, and is said to have made this desperate Push to get rid of the Inconvenience of his legal Obligations. With such Characters, indeed, as the present Rulers of

Lond. Mag. Nov. 1776.


My Lord
Howe
List of the Navy

News from America, or the Patriots in the Dumps.

this Country are in general, it would be disgraceful, if not impolitic, to have any Sort of Intercourse. The Americans have an Adage, which I embrace in its full Extent. They say, "If Great Britain cannot conquer us, she cannot govern us." And I add, If Great Britain do not so govern them now, and so settle their Polity, as to render it unnecessary to conquer them in future, she will not govern them long. Pardon me, My Lord, if I add further, that her Counsels must dictate: Mere Conferences, I fear, will have no Conclusions to her future Interest, whatever they may have to a little temporary Peace. This I learn upon the Spot, and can easily forsee in the Constitution of Things and in the Spirit and Manners of the People. Another Campaign will expend the best Money Great Britain has laid out for a Century, considering American Affairs either in a political or commercial Light. I could explain this Position very fully, and I believe with some Demonstration; but I will not obtrude my own private Opinions, as I fear I shall sufficiently tire Your Lordship with the Recital only of Occurrences.

A Detachment of Hessians took Possession of Governor's Island on the 2d of September, which, though the Rebels had fortified it with great Labor, they abandoned without any Compulsion. We have found here and in other Places above 30 Cannon, which were spiked so injudiciously, that our Engineers have rendered almost all of them fit for Service.

I have made an Excursion upon Long Island, and own it to be one of the most pleasant and fertile Spots I have ever seen. But when I survey the Depredations and Ruin, the Bloodshed and Distraction, and all the other Miseries of this once happy Region, I cannot help deploring the Condition of its melancholy Inhabitants, and abhoring the Dishonesty and Ambition of those Men, who, under the specious Pretences of Patriotism and public Virtue, have been the Authors and Abettors of these Calamities. From what I have seen here, I look with a double Horror upon the Persons, who would light up a similar Flame, and incite the like Enormities at Home.

I did expect to have had the Honor of congratulating Your Lordship on the entire Possession of New York City and Island by His Majesty's Troops, before I closed this Letter, and am happy to think, it will, in all human Probability, be the Case, long before You can receive it. The sudden Departure of the Packet curtails a Letter which is already of an enormous Length, and obliges me to make a rather abrupt Conclusion. I cannot however finish it, nor even my Life itself, without the sincere and heart-felt Satisfaction of being, upon the firmest Considerations, My Lord, Your Lordship's [&c.]

Ambrose Serle.

Off the City of New York, Septr 5th 1776.

[1] Stevens, ed., *Facsimiles,* No. 2042.

DIARY OF FREDERICK MACKENZIE [1]

[Long Island] 5th Sept The *Rose* moved lower down this morning near to Newtown Creek, where she is in a safer situation. One of the shells which the Rebels threw at her yesterday fell within 8 feet of her side. Some splinters from others fell on her decks. The ship has suffered a good deal of damage from their shot since she first came up.

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1. *Mackenzie's Diary,* I, 38.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Thursday, September 5, 1776

Resolved, That General Sullivan be requested to inform Lord Howe, that this Congress, being the representatives of the free and independent states of America, cannot, with propriety, send any of its members to confer with his lordship in their private characters; but that, ever desirous of establishing peace on reasonable terms, they will send a committee of their body to know whether he has any authority to treat with persons authorized by Congress for that purpose, in behalf of America, and what that authority is, and to hear such propositions as he shall think fit to make respecting the same:

That the president be desired to write to General Washington, and acquaint him that it is the opinion of Congress, that no proposals for making peace between Great Britain and the United States of America ought to be received or attended to, unless the same be made in writing, and addressed to the representatives of the said states in Congress, or persons authorized by them: And, if application be made to him by any of the commanders of the British forces on that subject, that he inform them that these United States, who entered into the war only for the defence of their lives and liberties, will cheerfully agree to peace on reasonable terms, whenever such shall be proposed to them in manner aforesaid.

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1. Ford, ed., *JCC,* V, 736, 737.

MINUTES OF THE CONTINENTAL MARINE COMMITTEE[1]

In Marine Committee
Philadelphia September 5. 1776

Resolved
That the Uniform of the Officers in the Navy of the United States be as follows.

Captains	Blue Cloth with Red Lappels, Slash Cuff, Stand up Collor, flat Yellow Buttons, Blue Britches, Red Waistcoat with Narrow Lace. –
Lieutenants	Blue with Red Lappels, a Round Cuff faced, stand up Collor, Yellow Buttons, Blue Britches, Red Waistcoat Plain. –
Master	Blue with Lappels, Round Cuff, Blue Britches and Red Waistcoat
Midshipmen	Blue Lappeled Coat, a Round Cuff faced with Red, Stand up Collor with Red at the Button and Button hole, Blue Britches & Red Waistcoat –

Uniform of the Marine Officers

A Green Coat faced with white, Round Cuff, Slash'd Sleeves and Pockets; with Buttons Round the Cuff, Silver Epaulett on the right Shoulder – Skirts turn'd back, Buttons to suit the Faceings. White waistcoat and Britches, edged with Green, Black Gaiters & Garters Green shirts for the Men if they can be Procured –

Extract from the Minutes

John Brown Secy

for John Paul Jones Esquire

[Endorsed by Jones] Established Navy and Marine Uniform Dress – Recd at Philadelphia April 1777. from the Secretary of the Marine Board.

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1. Papers of John Paul Jones, 6491, LC.

William Goodrich to John Goodrich, Jr.[1]

[Extract]

Dear Brother Philadelphia goal 5 Septr 1776

I now have to inform You of my being here A prisoner in close confinement and not alowed the liberty of Speaking to any person . . .

I now proceed to inform you how I was taken which is as follows – Lord Dunmore Sent me to Bermudas to purchase a Brigg that would carry 18 Guns for the use of his Majesty which I was to Command When at Bermuda there was no such Vessil to be had and on my return from that to Virginia I fell in with The Brigg *Lexenton* Capt Berry [John Barry] of 16 guns who chaseed me Six hours and notwithstanding I kept a continial fyering upon him with a three pounder out of my cabin window & now and then getting Some of my after guns to fyer upon him which obliged him to heave up Several times to fier on us while I was amakeing of[f] from him as fast as I could right before the wind but notwithstanding all these advantages and the art that I could make Use of she ran up alongside at which time we called out for quaters which was granted, and I was treated Extreamly Jenteal by Capt Berry, and when carryed onboard of the Brig Capt Berry receivd me with A Grate deal of Joy giveing me a harty welcom onboard of the *Lexenton* Saying that he never was glader to see any man in all his life altho we neaver Saw each other before[2] Capt Berry on his return to Philadelphia came athwart Mr Samuel Kerr Whome he took I was hartily sorry for Mr Kerrs loss but could not keep myself from laughing at him owing to Capt Berry showing Inglish Colours and passing for the *Asia*s tender from New-york which made Mr Kerr give three cheers which was returnd by the *Lexenton*s crew telling Mr kerr that he was ther prissoner which laid him all aback[3]

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1. Record Group 27, Records of the Supreme Executive Council, Pa. Arch.
2. Goodrich commanded the sloop *Lady Susan*.
3. Samuel Kerr was master of the sloop *Betsey*.

ARCHIBALD BUCHANAN TO THE MARYLAND COUNCIL OF SAFETY[1]

Gent. Baltimore Town Sepr 5. 1776

Please to pay Mr John Davidson Or Order Whatever sum of Money you may think is Necessary towards Building the two Gallies Contracted with You for some time ago

Arch^{d} Buchanan

[Endorsed] Requiring an Order on W Shore Treasurer for Five hundred Pounds Currency by Virtue of ab[ove] Order and for the use of Mr Archibald Buchanan. John Davidson

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[1] Executive Papers, Box 2, Folder 66, Md. Arch.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY[1]

[Annapolis] Thursday. September 5th 1776

Ordered That Commission issue to Robert Polk of the Schooner *Montgomery*, he having given Bond according to the Instructions of Congress.[2]

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[1] Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

[2] Bond is in Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, X, NA.

GOVERNOR PATRICK TONYN TO LIEUTENANT WILLIAM GRANT, H. M. SCHOONER *St. John*[1]

(Copy)
Sir,

The intelligence received from the North parts of this Province, makes it incumbent on me, to request that you will proceed with His Majesty's Schooner under your Command, without loss of time to St John's River, and take such station in conjunction with the Sloop Captain Mowbray, as will most effectually prevent any attempts made by the Rebels to enter that River, to disturb the Settlers thereon. I have wrote to the Commanding Officer of His Majesty's Troops, to grant the assistance you desired to have on Board the *St John* of a Serjeant and twelve men — I am with regard — Sir [&c.]

(Signd) Pat. Tonyn

Council Chamber St Augustine 5th Septr 1776 —
[Endorsed] Copy Governor Tonyn's letter to Lieut Grant No 2 —
In Govr Tonyns of 8th Septr 1776 (No 24)

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[1] PRO, Colonial Office, 5/556, 791–94.

GOVERNOR PATRICK TONYN TO COLONEL AUGUSTINE PREVOST[1]

Copy
Sir,

The repeated intelligence from Georgia, and the North of this Province, makes it absolutely requisite, for the safety of the Planters on St John's River, to establish a Naval force there –

For this purpose I have engaged the Sloop *Rebecca* Captain Mowbray of ten Guns with nine men of the Captains, and [six] Seamen which I have added, but the late instance to attempt to man her proving ineffectual, I am compelled to request that a detachment of His Majesty's Troops of an Officer and 35 Private may be fixed on Board Captain Mowbray, to act as a Military force in conjunction with the detachment now established on Saint John's River.

His Majestys Schooner *St John* of four Guns being also to proceed immediately to that River, Lieutenant Grant has made application for a Serjeant and twelve, to be fixed on Board the said Schooner –

I am therefore compelled from the situation of that part of His Majesty's Province, to request of you, that the above Assistance be given to the above mentioned Vessels, with all imaginable dispatch, who have received directions to proceed forthwith to St Johns River –

Mr [Andrew] Turnbull at Smyrnea having represented the Mutinous disposition of the Settlers under his management and his apprehensions of their designs, obliges me to request that the detachment now there may be augmented to eighteen or twenty men. I have the honour to be with regard and esteem Sir [&c.]

Pat Tonyn

Council Chamber St Augustine Septr 5th 1776 –
Colonel Prevost Commanding Officer
[Endorsed] Copy Governor Tonyn's letter to Colonel Prevost No 1
In Govr Tonyn's of 8th Septr 1776 (No 24)

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[1] PRO, Colonial Office, 5/556, 787–90.

6 Sept.

JOURNAL OF THE NEW HAMPSHIRE HOUSE OF REPRESENTATIVES[1]

[Exeter] Friday Sept. 6th, 1776

Voted to choose a Committee of this House, to join a Committee of the Honble Board, to take into consideration the Resolves of the Honble General Assembly of the Massachusetts Bay respecting fitting out the Continental Frigate at Portsmouth for a Cruise against the Enemy, and concerning Stopping the Export of Lumber &c. (this day transmitted to this Court by a Comtee of that Court) and to make report thereon to this house as soon as may be; and that Colo [Samuel] Sherburne, Colo [Timothy] Walker & Henry Prescott, Esq. be the Comtee of This house for that Purpose. Sent up by Majr Tash. [Endorsed] [Concurred – Messrs Thornton, Whipple & Thompson added.]

The Comtee [above appointed] being joined by a Comtee of the Honble Board, made report.

> That it be recommended to Mr. [John] Langdon Continental agent for the Frigate aforesaid to equip her as soon as Possible for a cruise against the *Milford* or any other Vessell of our Enemies on the Coast in conjunction with one of the Continental Frigates in the Massachusetts Bay and other of their Colony Armed Vessells: and that a Committee be appointed to consult with Mr. Langdon on the affair, and assist him if he needs it: and that any soldier in the Colony service have liberty to Enlist for the Cruise, their wages to continue besides the Emolument of Captures &c. they to return to their service when the cruise is over. Also recommend that an Embargo until the Twentieth of November next be laid on the exportation of All Lumber from this State
>
> M. Thornton, Chairman.

Which report being Read,

Voted, That the same be received & accepted.

Voted and Resolved – That it be and hereby is Recommended to John Langdon Esqr Agent for the Continental Frigate now at Portsmouth to Equip the said Frigate as soon as Possible for a cruise against the *Milford* or any other Vessell of our Enemies on this Coast, in conjunction with one of the Continental Frigates in the Massachusetts Bay and other of their Colony Armed Vessells; and that Colo Samuel Sherburne with Such as the Honbl Board shall appoint, be a Committee to consult with said Mr. Langdon on that affair, and to assist him if he need it: And that any soldier in the Colony service have liberty to Enlist for the Cruise, and their wages to continue besides the Emolument of Captures &c. and to return to their service when the cruise is over.

Sent up by Capt. Prentice.

[Concurred, Mr. William Whipple added.]

Voted and Resolved That an Act be drawn up & Passed laying an Embargo on the Exportation of all sorts of Lumber from any part of this Colony, and that a Committee be chosen to join a Comtee of the Honbl Board to draw up & bring in a Bill or Act to prevent the Exportation of Lumber from this Colony untill the Twentieth day of November next, and that Colo Timothy Walker be the Committee of this House for that purpose. Sent up by Colo Walker. [Concurred – and Mr. Clagett added.]

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1. Bouton, ed., *Documents and Records of New Hampshire,* VIII, 321, 322–23.

PETITION FOR COMMISSION FOR THOMAS NICHOLSON AS COMMANDER OF THE MASSACHUSETTS PRIVATEER SLOOP *America*[1]

To the Honble The Council of the State
of Massachusetts Bay –

The Petition of Thomas Nicholson humbly sheweth that your Petitioner is fixing out from Plymouth as a Privateer a Sloop called the *America,* burthen about Eighty Tons mounting ten Carriage Guns and six Swivels owned by himself & Messrs. Watson & Spooner & a number of others. She has On board Six thousand pounds of Bread, forty barrels Pork and Beef five hundred weight of Powder, Two thousand weight of Iron and three hundred weight of leaden Balls, manned with Seventy men –

Thomas Nicholson – Captain
Corben Barnes – 1 Lieutenant
Nathaniel Ripley – 2 Ditto

Your Petitioner therefore humbly prays your Honors would Grant him a Commission as Commander of the said Privateer, he giving Bond agreeable to the requisition of the Congress –

Thomas Nicholson

[Endorsed] In Council Sept 6th, 1776 Read & Ordered that a Commission be issued out to the said Thomas Nicholson as Commander of the Sloop *America* he complying with the Resolves of Congress

Jn° Avery Dpy Secy

1. Mass. Arch., vol. 165, 211.

Memorandum Concerning the Massachusetts Privateer Schooner *Speedwell*[1]

[September 6, 1776][2]

On board the Armed Schooner *Speedwell* of 50 Tons –
70 Men Officers included –
8 Carriage Guns – 4 & 3 pounders –
12 Swivels – 35 small Arms –
700 lb Powder – 400 3 & 4 pound Shott –
300 Swivel Shot – 70 wt Small Arm Balls –
45 bls Beef & Pork – 6000 wt. Bread –
4 bls Flour – & a Number of other small Stores –
Jona Greely Capt – First Leiuttenant not yet appointed –
Wm Pitman 2d Leiuttenant – John Williamson Master –

Thomas Melvill
Wm Foster
David Bradley
John Hinckly
Jonathan Greely
Thomas Hichborn
Capt Gorham
} Owners all Of Boston[3]

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[1] Mass. Arch., vol. 165, 215.

[2] *Ibid.,* 214, 214a, memorandum is undated but the Massachusetts Council commissioned *Speedwell* on September 6.

[3] Paul Revere had a 1/16 share in the *Speedwell.* Paul Revere Miscellaneous Collection, MassHS.

RECEIPT FOR PAPERS CONCERNING TWO BRITISH PRIZES[1]

List of Papers belonging to Schooner *Industry* Charles Coffin M[a]st[er]

No 1 manifest of the cargo –
2 Register of the Vessell
3 Certificate of the Committee of Bristol in favr of the Master
4 Hospital Receipt –
5 Admiral [Samuel] Graves Permit –
6 Memorandum of Cargo –
7 William Coits Receipt –
8 Danl Hubbard & Comp[y] Owners Orders –
9 Several Certificates from Committee in favr Capt –

A List of Papers belonging to Sloop *Polly* Sibilene White Master –

No 1 – Manifest of Cargo –
2 – Register –
3 – five Letters from private Persons relative to sloop *Polly*
4 – Letter & Invo to Jabez Hatch Owner –
5 – Admiral Graves Permit –
6 – Hospital Receipt –
7 – Certificate of Adjt Kembel [Stephen Kemble] a Card

Receiv'd the Above papers of Mr John Avery De[py] Secy for the Use of Willm Watson Esqr & Ephraim Spooner Continental Agents[2] –

[Watertown] Septr 6th 1776 – Oakes Angier

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1. Mass. Arch., vol. 165, 216.
2. The *Industry* and *Polly* were prizes taken by Captain William Coit, Washington's schooner *Harrison,* on November 5, 1775. These papers were essential to the trial which had been delayed.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND[1]

[Providence] Sepr 6th 1777 [*sic* 1776].

Meeting in being Present Honble Nicholas Cooke Esqr Nicholas Brown Joseph Russell Henry Ward. Joseph Brown William Russell Joseph Nightingale John J. Clarke. John Smith John Brown Jabez Bowen.

John Langdon Esqr the Agent appointed to Build Equip a Ship of War at Portsmouth for the Thirteen united States apply'd to this Committee to Send Twenty six Twelve, and six Sixpounders, and he prod[uced] a paper from the Honble Stephen Hopkins, Recommending to the Owners of the Furnace Hope to supply him with the said Guns, if they had so many made, and E. Hopkins Esqr Commander in Chief of the American Navy being present Recommended to the Committee also that they should spare the Guns &c Wheirupon the Committee Voted to supply Mr Langdon with the Guns provided he makes a contract with the Owners of Furnace, to replace those that he takes, as soon [as] possible wh we suppose will not exceed Fifty Days provided they are supplyed with Water by the falling of the fall Rains.

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1. Journal R. I. Frigates, RIHS.

CONTRACT BETWEEN HOPE FURNACE AND JOHN LANGDON FOR CANNON FOR THE CONTINENTAL FRIGATE *Raleigh*[1]

Providence Septem. 6th 1776

An Agreement between John Langdon Esqr on One part and the Owners of Furnace Hope on the Other part Witnesses Viz the Said Furnace Owners Agrees to Deliver to the Said Langdon Twenty Six Cannon Each Carrying a Twelve pound Ball and allso Six Cannon Each Carrying a Six pound Shot which Said Cannon are to be Deliverd in this Town out of the Cannon made for the Ships built here for the Contenent, the Same being Agreed to by the Navil Committee, and the Said Langdon Agrees to pay the Money to the Said Furnace Owners for the Amount of Sd Cannon at the Rate of one Hundred pounds L Money P Ton one half to be paid on the Delivery of the Cannon at providence as Afforesaid and the Other half by the First Day of November next or Interest from Each of Said Times till paid as Witness our Hands –

[1] JCBL. An unsigned draft of the contract.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide,* CAPTAIN JOHN FISK[1]

Remks on Friday 6th of Sepr. 1776

7 [A.M.] Sprang our mast again in the partenerd we have not a good spare on board

11 [A.M.] Very heavy sea from the westward we are Oblidge to carry little sail our mast is so [weak]

Lattd in 40°50′ Longd in 66°47′

1 [P.M.] Moderate breaze of wind and fair weather at 2 there came a flaw of wind from the northward Carried a way our flying gibb boom but it is no strang thing for our sparrs to break

[1] John Fisk Journal, AAS.

JOURNAL OF H.M.S. *Cerberus,* CAPTAIN JOHN SYMONS[1]

Septr 1776 Do [Block Island] N 3. 54 E 15 Leags

Friday 6 at 6 A M out all reefs & sett Top Gallt sails at 7 saw a Sl to Windwd gave Chace –

at 1 P M fired two 9 pd at the Chace at 3 spoke the Chace a french Sloop from Rhode Island to St Domingo[2] at 6 in 2 reefs

[1] PRO, Admiralty 51/181.

[2] The *Felicité,* Gouace, master, from Rhode Island for Cape François, with fish, flour and spermaceti candles, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

Benjamin Huntington to the Connecticut Committee of the Pay Table[1]

Lebanon Sept 6th 1776

Draw on the Treasurer of this State for the Sum of Eighty Pounds in Favour of William Lax to Enable him to carry on the Work of Making Cannon Carriages for the Ship *Oliver Cromwell* and to be in Account

By Order of the Govr & Council of Safety

Benj Huntington Clerk P.T.

To the Committee
of Pay Table } £80..0..0

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[1] Conn. Arch., 1st Series, IX, 117a, ConnSL.

Connecticut Gazette, Friday, September 6, 1776

New-London, September 6.

Last Tuesday three Privateers, viz two Sloops and a Schooner, commanded by the Captains [William] Rogers, [Charles] Pond, and Clarke,[1] arrived here from Fire-Island Inlet, on the South-Side of Long-Island; where they had at different Times carried in eleven Prizes, viz. 1 Ship, 2 Brigs, 1 Schooner, and 7 Sloops – a small Sloop loaded with Sea-Coal, they brought out with them, the other Prizes they left in the Inlet, being obliged to leave the Place at the Time our Troops evacuated the Island. The Cargoes of the above Vessels had been carried to Huntingdon, and is in the Possession of the Enemy.

The Court of Admiralty for the Trial of the Cargo of the Ship *Nathaniel & Elizabeth*, will be held at the Court House in New-London, on the 20th Instant, instead of the 22d, as mentioned in the Advertisement in the last Page of this Paper.

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[1] Rogers commanded the New York state sloop *Montgomery*, and Pond, the Continental sloop *Schuyler*. Captain Clarke and his schooner have not been identified.

Journal of H.M.S. *Niger*, Captain George Talbot[1]

Septr 1776 Moor'd off Whiteston[e]

Friday 6 At 8 AM Fir'd 3 Twelve Pounders & 2 six Do wth shot at some Rebels Passing in a Boat sent the Boat, Man'd & arm'd & brought of[f] the Boat the Rebels making their Escape on shore

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[1] PRO, Admiralty 51/637.

Major General Horatio Gates to Major General Philip Schuyler[1]

Head Quarters Ticonderoga September 6th 1776

Sir 8 O'Clock at Night.

The following is an Extract of a Letter this Moment received from Lieutenant Colonel [Thomas] Hartley commanding officer at Crown Point.

Friday two O'Clock There has been a very heavy cannonading down the Lake all this Morning it is undoubtedly between our Fleet and the Enemy so that you may prepare accordingly – I have sent down a Boat just now to know more particularly.

I am exceedingly vexed to think that it is above a Month since I wrote repeatedly for Musket Cartridge paper and not one Sheet yet arrived Let me entreat you to send if not the exact Sort we want as many old Books or such Substitute as you can procure – The Moment I know the Result of this firing down the Lake I will acquaint you with it by Express. I am Dear General [&c.]

Horatio Gates

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1. Washington Papers, LC.

Journal of H.M.S. *Eagle*, Captain Henry Duncan[1]

Septemr 1776. Moored off of Bedlows Island

Friday 6. At 1 AM Several Musquets were fired at the Guard Boat ½ past 10 made the Sigl for all Petty Officers At Noon sent a Boat to meet a Flag of Truce

Fresh Breezes & Cloudy Wr with rain at times

At 3 P M Arrived here his Majys Ship *Carysfort*[2] At 6 made the *Rainbow, Roebuck,* & *Emerald*s Sigl for Petty Officers At 6 hoisted a Yellow pendt the Parole Sigl & made the *Emerald*s Sigl. for a Lieut

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1. NMM, Admiralty L/E/11.
2. "The *Carysfort,* Capt. Robert Fanshaw, an old Schoolfellow with me, arrived this Day from Canada, & brought Dispatches from the Commander in Chief [Carleton] to the Admiral & General," Tatum, ed., *Serle's Journal,* 92, 94. Serle makes no mention of the flag of truce.

Journal of H.M. Fireship *Strombolo,* Captain Charles Phipps [1]

Septemr 1776. Moored off Red Hook in New York River.

Thursday 5th Fresh Breezes and Cloudy A M got a Flatt bottom Boat & 20 Men from the *Phoenix* and Moored our ship, the *Eagle* made the Sigl for Weekly Accounts received 132 pounds of Fresh Beef. the Captain, Lieut with the Gunner, Midshipman & 10 Men went on shore to Governors Island to assist at the Fortifications, a Flag of Truce went from the *Eagle* to the Town of New York came up and Anchored here the *Rainbow* and *Lively*.

Do Wear (P.M) Heard a great deal of Firing in East River Parole Falmouth

Friday 6. A M Seven Rebel boats made an Attempt to Land on Governors Island, but were beat off, by our Seamen & Hessians Sailed hence the *Rainbow* for Hallifax a Flag of Truce came from the Town of New York for Lord Howe.

Do Wr at 5 P M the *Phoenix, Roebuck, Orpheus* & *Carrysfort* Weighed & run up East River & were fired at from the Town of New York & several other Battery's on Long Island, and Governors Island fired on the Town but none of our people were killed from the Rebels firing

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[1] PRO, Admiralty 51/931.

Journal of H.M.S. *Chatham*, Captain John Raynor[1]

September 1776 Moor'd off Staten Island

Friday 6th AM the Long boat Employed Watering. Read the Articles of War & the Abstract of the Act of Parliament, to the Ships Company. –

Fresh Breezes with Rain at 3 PM (Admiral Shuldham) Shifted His Flag to His Majesty's Ship *Bristol,* and Commodore Sir Peter Parker Hoisted His Broad Pendant on Board His Majestys Ship *Chatham,* which Occasioned an Exchange between Captain Raynor of the *Chatham* and Capt. [Toby] Caulfield of the *Bristol,* with Several Officers & Seamen Belonging to each Ship, by Order of the Viscount Howe Vice Admiral of the White and Commander in Chief &ca in North America –

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[1] PRO, Admiralty 51/192.

Diary of Frederick Mackenzie[1]

[Long Island] 6th Sept – The *Rose* moved her Station again last night, and went lower down the River. The Rebels fired some shot at her again last Evening.

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[1] *Mackenzie's Diary,* I, 39.

Minutes of the Pennsylvania Council of Safety[1]

In Council of Safety,
[Philadelphia] Sept'r 6, 1776.

Mr. Nesbitt was directed. . .To pay Jos. Gresswold for Porterage of Powder & Lead, Imported P Capt. [Thomas] Bell, £ 13 5 6.

A Commission was filled up for Sam'l Mifflin, Esq'r, Commodore of the Fleet in the service of this State, dated the 2nd Instant, & a Letter wrote to him to return from Amboy, (where he now is,) & take the Fleet immediately under his care and direction.

A Letter was also wrote to General [Hugh] Mercer, requesting he will permit Commodore Mifflin to return home for that Purpose.[2]

A Petition was read from Wm. Whitpain, a Midshipman on board the Ship *Mongomery,* praying that he may be discharged, as he expects to go into the Continental service; after consideration of said Petition, it was

Resolved, That said Wm. Whitpain be discharged from the service of this state.[3]

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1. *Pennsylvania Colonial Records,* X, 711, 712.
2. Samuel Mifflin was commanding an artillery company in New Jersey.
3. Whitpain had been appointed master of the Continental sloop *Independence.*

JOHM ADAMS TO ABIGAIL ADAMS[1]

[Philadelphia] Fryday Septr. 6. 1776

This day, I think, has been the most remarkable of all. [Major General John] Sullivan came here from Lord Howe, five days ago with a Message that his Lordship desired a half an Hours Conversation with some of the Members of Congress, in their private Capacities. We have spent three or four days in debating whether We should take any Notice of it. I have, to the Utmost of my Abilities during the whole Time, opposed our taking any Notice of it. But at last it was determined by a Majority "that the Congress being the Representatives of the free and independent states of America, it was improper to appoint any of their Members to confer, in their private Characters with his Lordship. But they would appoint a Committee of their Body, to wait on him, to know whether he had Power, to treat with Congress upon Terms of Peace and to hear any Propositions, that his Lordship may think proper to make."

When the Committee came to be ballotted for, Dr. Franklin and your humble servant, were unanimously chosen. Coll. R. H. Lee and Mr. [Edward] Rutledge, had an equal Number: but upon a second Vote Mr. R. was chosen. I requested to be excused, but was desired to consider of it untill tomorrow. My Friends here Advise me to go. All the stanch and intrepid, are very earnest with me to go, and the timid and wavering, if any such there are, agree in the request. So I believe I shall undertake the Journey. I doubt whether his Lordship will see Us, but the same Committee will be directed to inquire into the State of the Army, at New York, so that there will be Business enough, if his Lordship makes none. — It would fill this Letter Book, to give you all the Arguments, for and against this Measure, if I had Liberty to attempt it. — His Lordship seems to have been playing off a Number of Machiavillian Maneuvres, in order to throw upon Us the Odium of continuing this War. Those who have been Advocates for the Appointment of this Committee, are for opposing Maneuvre to Maneuvre, and are confident that the Consequence will be, that the Odium will fall upon him. However this may be, my Lesson is plain, to ask a few Questions, and take his Answers.

I can think of but one Reason for their putting me upon this Embassy, and that is this. An Idea has crept into many Minds here that his Lordship is such another as Mr. [Thomas] Hutchinson, and they may possibly think that a Man who has been accustomed to penetrate into the mazy Windings of Hutchinsons Heart, and the serpentine Wiles of his Head, may be tolerably qualified to converse with his Lordship.

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1. Butterfield, ed., *Adams Family Correspondence,* II, 120–21.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY[1]

[Annapolis] Friday, September 6th, 1776

Permit was granted to Hugh Sherwood of the Schooner *Betsy* to go to Martinicoe, or any other foreign Port, he having given Bond with security, according to resolve of Congress.

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[1] Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Friday September the 6th 1776

The Sloop *Good Intent,* of Bermuda, Richard Fowle master having entered with eight hundred bushels of Salt, three puncheons of Rum and three hundred and fifty pounds of Coffee, and having been offered twenty shillings per Bushel for the Salt but chusing to give the preemption to the publick; the Board considering the great necessity of laying in a stock of that essential article for the use of the army, agreed to take it for that purpose and the said Richard Fowle is directed to deliver the same at Jamestown, and is permitted to take in a load of Grain pursuant to the resolution of Congress in such cases made and provided, as soon as he shall produce to this Board a receipt for the same, under the hand of M. John Hawkins who is hereby appointed to receive it.-

Ordered that the Commissary of Stores deliver to John N. Norton Esquire two pieces of Sail Duck to enable him to fit out a Vessell for the importation of sundry necessary Articles, he having engaged with this Board to return the same, in kind.

Ordered that a Warrant issue to Thomas Wootten, for Two pounds twelve shillings and six pence for the hire of a Boat and two hands seven days and for Express hire to Norfolk and Portsmouth two pounds.

A Permit to Captain Richard March of the Boat *Nancy* Burthen Twenty Ton, Virginia built the property of Messrs Reynolds and Perrin of York town and laden with Tobacco, Flour and Corn as per manifest filed to trade at Martinico, or other port allowed of by Congress, the said Captain having entered and acknowledged Bond with Security which is ordered to be registered.

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[1] McIlwaine, ed., *Journals of the Virginia Council,* I, 144, 145, 146, 147–48.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Friday 6th September 1776. –

Ordered that a Warrant Issue to Frederick Stoner for Forty one pounds five shillings and six Pence for Whiskey furnished Capt William Deane for the use of the Schooner *Revenge.* –

Capt. Edward Travis of the *Manley* Galley received Orders to Proceed immediately with his Vessel and join the Commodore [John Thomas] Boucher who is laying off New Point Comfort. –[2]

Ordered that a Warrant Issue to Lieut James Quarles for Twenty five Pounds, on Account, to Purchase necessaries for the use of his Company of Marines –

Ordered that a Warrant Issue to Robert Robertson for Four pounds two shillings for Junk furnished Capt Edward Travis for the use of the *Manley* Galley –

Ordered that Warrant Issue to Doctor Corbin Griffin for Eight pounds for Pistols he furnished Capt. [Thomas] Lilly of the Brig *Liberty* – Also for Twenty pounds and six pence for attending the Sick belonging to the Brig *Liberty*. And also for Two Pounds four shillings and three pence for attending the Sick belonging to the *Manley* Galley as p Accts this day settled.

Ordered that a Warrant Issue tó Capt Robert Tompkins of the *Henry* Galley for Seven hundred and eighty three pounds three shillings and seven pence for Pay of his Company on Board the said Galley as p Accts this day settled –

1. Navy Board Journal, 51–53, VSL.
2. Sloop *Congress*.

Virginia Navy Board to Commodore John Thomas Boucher[1]

Sir Williamsburg Sepr 6th 1776

Yours by Capt Westcot [Wright Wescott] we receiv'd. This will be deliverd by Capt [Edward] Travis of the *Manly* Galley, whom we have sent to join you, we also shall order Capt [George] Muter of the *Hero* Galley and Capt [James] Barron to your assistance immediately with those Vessels and the Sloop *Liberty*.[2] You are to proceed with the Brigg *Adventure* ten Leagues out of the Capes, observing to keep the Captain Barrons ahead as lookouts, taking all possible care to prevent your convoy from falling into the Enemys hands. After you have discharg'd the Brigg you are to return to York with the Sloop *Liberty* informing us of your arrival there, as we shou'd be glad to see the Vessels. The Brigg *Rawleigh* is cleaning and will not be ready for some time. Capt [Thomas] Lilly is at Baltimore for Iron Ballast, had they been ready we shou'd have order'd them also to join you. Capt Westcott we have order'd to Portsmouth to clean and refit. I am by order of the Board of Commissioners Your Hble Servant

Thomas Whiting 1st Commr

1. Navy Board Letter Book, VSL.
2. *Ibid.*, the Navy Board's orders to various captains.

Virginia Navy Board to Colonel George Mason[1]

Sir, Williamsburg, 6th Sepr 1776 –

Yours of 26th and 29th Ultimo we have receiv'd in compliance with your request we send you by Lieut: Arrell the sum you mention being £400. . – which we doubt not you will properly apply to the use of the Navy in your department— We have just receiv'd a letter by Capt Westcott from

Commodore Boucher informing us of his being in Mobjack Bay with the *Liberty* Cruiser & the Tobacco Brigg *Adventure* and have order'd him with the said Cruiser, two of our Gallies and the two Barrons who we have sent to join him to convoy the Brigg clear off the Capes and to return to york Town for our further Orders — We are surprised to hear that Mr Hunter has made no Provisions for the [use] of the Navy and cou'd not conceive he wou'd doubt of his Authority to mak[e] such Provisions after having contracted and enter'd into Bond for that purpose. We shall write him immediately on the Subject which we presum[e] will prevent all further difficulties in the business.[2] the size and plan of the Galleys now building are very nearly the same with those you intend to propose to the Assembly and will enable us with some degree of certainty to furnish you with an estimate of their Cost. I am by order of the Naval Board. Your very humble Servant

Thomas Whiting 1st Commr

To Col. Georges Mason Gunston Hall Fairfax County

P.S. We are oblig'd by your observations respecting the future supply of necessaries for the Fleet, and shall consult the Council on the Move you propose, but fear it cannot be adopted without a stretch of power, which they will not venture to risque

Thos Whiting 1st Commr

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1. Navy Board Letter Book, VSL.
2. *Ibid.*, the Navy Board wrote to James Hunter, state naval agent at Fredericksburg, on September 7.

VIRGINIA NAVY BOARD TO SMITH & ROANE, HOBBS HOLE [1]

[Extract] Williamsburg Sepr 6th 1776 —

. . . you are to provide for the Vessels both Salt and fresh provisions. laying in a sufficient Stock that they may not be delayed for the want of those necessary Articles; before this We hope you have received the Tar, Pitch and Turpentine from Mr Cooper, Mr Hawkins will contract with you for 40000 lbs Bacon at 7d pr lb to be deliver'd after the 25th March and before 25th June next. we approve of the price and desire you'll enter into contract.

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1. Navy Board Letter Book, VSL.

LIEUTENANT CHARLES COBB, R.N., TO GOVERNOR PETER CHESTER[1]

Sir/ I am this Instant honored with your Excellencys Letter in the first place requesting that I will detain H. Majesty's Sloop *West Florida,* untill the arrival of H. Majesty's Sloop *Diligence* or any other of H. Majesty's Ships — also that I will give directions to Lieut Burdon to give all the Assistance in his power in the Removal of a Quantity of timber from Rose Island and Tartar point — for the better Carrying on the intended new Works. I shall Comply with your Excellencys request & give directions to Lieut Burdon accordingly

Your Excellency has also Signified to me that it is the Opinion of your Excellency & Council that H. Majesty's Sloop under my Command should be held in readiness to proceed to Jamaica with dispatches for vice Admiral Gayton & Sir Basil Keith – I look on it my duty and am always ready to Comply with any request that may be for the good of His Majesty's Service – at the same time I must take the liberty to say that as your Excellency has a proper Vessel for such service she should be employed therein. I on my part will give every assistance required in getting her ready for sea – and do take upon me to say (if her bottom is in proper Order) I will have her ready nearly as soon as any Dispatches your Excellency may have to send and as in the present State of Affairs it would in my Opinion be improper in me to quit the province I propose forwarding the Removal of timber &c up to this place and to give every assistance in putting it in a State of defence –

But should it prove that the *Hillsborough* cannot possibly be got ready for Sea I am still ready to forward any dispatches for Jamaica –

I beg the favor of your Excellency's Answer as soon as convenient that I may have time either to get the *Hillsborough* ready or to write my Letters to Capt [Thomas] Davey and leave directions with Lieut Burdon for his farther proceedings have the honor to be &ca

Cha^{s} Cobb.

His Majesty's Armed Sloop [*West*] *Florida*
Pensacola Septr 6th 1776

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1. PRO, Colonial Office, 5/634, Part II, 391–92, LC Photocopy.

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7 Sept.

ADVERTISEMENT OF SALE OF THE CARGO OF PRIZE SLOOP *Isabella* [1]

To be sold at Public Vendue, On Thursday, the 19th Inst. at Ten o'Clock in the Forenoon, at Beverly,

The Cargo of the Sloop *Isabella,* consisting of one Hundred and Forty-seven Hogsheads and Eight Tierces of Antigua Rum.

Salem, September 7, 1776.

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1. *New-England Chronicle,* September 12, 1776.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT[1]

[Watertown] Saturday September 7 1776.

Resolved that the two small Vessels employed for the purpose of obtaining Intelligence respecting the movements of the British Fleet, and Army with their Crews be, and they hereby are discharged from the Service of this State, and that the Honble James Warren Esqr be and he hereby is impowered, and directed to dispose of One of the above mentioned Vessels, which was fix'd out at Plimouth with her Appurtenances to the best Advantage of this State, and pay the proceeds arising from said Sale into the Treasury of this State taking duplicate Receipts the one of which Re-

ceipts to be lodg'd in the Secretarys Office the said honble James Warren Esqr to be Accountable to this Court.
And it is further Resolved, that Capt Josiah Batchelder be, and he hereby is directed to dispose of any Articles, that is the property of this State, that may be found on board, or belonging to One of the above mentioned Vessel fixed out from Beverly, discharge, and pay off the said Vessel, and Crew, and lay his Accounts before this Court.

1. Mass. Arch., vol. 35, 207, 209.

Abigail Adams to John Adams[1]

[Extract] Braintree Sepbr. 7 1776

Tis said that the Efforts of our Enemies will be to stop the communication between the colonies by taking possession of Hudsons Bay [*sic* River]. Can it be effected? The *Milford* frigate rides triumphant in our Bay, taking vessels every day, and no Colony nor Continental vessel has yet attempted to hinder her. She mounts but 28 Guns but is one of the finest sailors in the British Navy. They complain we have not weighty mettle enough and I suppose truly. The Rage for privateering is as great here as any where and I believe the success has been as great.

1. Butterfield, ed., *Adams Family Correspondence,* II, 121, 123.

Providence Gazette, Saturday, September 7, 1776

Providence, September 7.

Thursday last arrived here a Prize Schooner, taken by the *Joseph* Privateer, Capt. John Field, in Consort with a Letter of Marque, commanded by Capt. Joseph Tillinghast, both of this Port. She was in Ballast, and bound from Grenada to Liverpool, in Nova-Scotia.

Capt. Biddle, of the *Andrew Doria,* in the Service of the United States, we hear has taken four valuable Prizes, one of them said to be a large Ship, which Lord Dunmore was sending to England, with 15000 Bushels of Wheat. Two of the Prizes have arrived safe in Port.[1]

We learn that Capt. Jabez Whipple, in the Privateer *Independence,* of this Place, has taken three valuable Prizes, viz. a Ship, Brig and Sloop, and convoyed them into a safe Port.[2]

1. The prizes sent into Providence were the brigantines *Lawrence* and *Elizabeth.*
2. The ship was the *Aurora;* the brig, *Fanny.*

Journal of Lieutenant John Trevett[1]

[August 6 to September 7, 1776]

July, 1776. I was at Newport but a few days before I sailed again with Capt. Biddle.[2] On this Cruise we took several prizes, one of them from Lord

Dunmores fleet; [also] A Brig from Barbadoes bound to Newfoundland, This prize I went on board of as Master, and arrived safe at Providence.[3]

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1. Trevett's Journal, NHS.
2. Trevett's month is in error. He arrived in Newport on August 6, and the *Andrew Doria* sailed from there on August 10.
3. The 100 ton brigantine *Lawrence,* George Leyburn, master, with a cargo of rum, sugar, limes, sea coal, wrought copper and tinware. The prize got into Rhode Island on September 7.

ORDERS TO CAPTAIN WILLIAM WATERMAN[1]

Sir./ you being master of the Sloop *Dimant,* as She is now fitted for the Seas, our Orders to you are that you Embrace the first fair wind, and good weather, and go to Sea, with Said Sloop and her Cargo, and proceed Directly for the Island of Martinico, and when you arrive their, weight on the Governor and gett a permission to Sell your Cargo. and when you have Sold your Cargo, Lay out the neet proceeds in Gun Powder, and fire Arms, Some three & four pound Canon & Swivells, Lay out the Principle part in Powder, and make all the Dispatch in your power, if you Should fall to Leward by any means go into St Eustatia, or any Port to Leward that you think will Answer & Sell your Cargo, & Lay out the neet proceds in the above Articles, You Are to have for the Sale of your Cargo five pCent and Two and a half for your Returns, and if you Sell at Martinico, two half Joannes for to pay the Ling[uis]ts, and if you are obliged to give any part of your Commision away for doing the Business, you are to pay it out of your Commision. your Priviledge Home as master is to be Ten Hogshd and your mariners as p agreement, we Leive the Conducting this Voyag[e] to your good Judgment, & recomend that you make all the Dispatch in your Power. So We wish you a good Voyage & Safe return Home to your Friends & Owners. Dated at Providence Sepr 7th 1776

Nichs Cooke } Committee
John Jenckes }

[Endorsed] The above is a True Coppy of my Orders, which I promise to Observe Witness my Hand

William Waterman

[Additional instructions]

Capt William Waterman Providence Sepr 9th 1776

Sir you are Ordered to purchase Two Hundred fire Arms the remainder of your Cargo Lay out in Powder, & Cannon [&] Swivele guns.

John Jenckes } Committee
for }

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1. Maritime Papers, Revolutionary War, 1776–1778, R. I. Arch.

NATHANIEL SHAW, JR. TO GOVERNOR JONATHAN TRUMBULL[1]

Sir New London Sepr 7th 1776

Since the Council left N L the Committe have Sent a Number of Vessells to Long Island, and have brot of[f] as many People as Chose to come, Also as much Stock as were offer'd them to transport, and tomorrow Several more Vessells will Return to the Island, but it is Doubtfull wether they will be requested to take any more Stock, as the Inhabitants that are now left seem to be Determin'd to Remain and Submitt on as good terms as they Can git – this Moment the Inclos'd came to hand, and as it Contains Matter of sum Consequence, as to the troops Returning to the Island, it was thought best to forward it to you, I am Sir [&c.]

Nath[l] Shaw Junr

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[1] Conn. Arch., 1st Series, IX, 307, ConnSL.

DIARY OF CHRISTOPHER VAIL[1]

[September 6–7][2]

We at this time had information of a Company of Tories that was stationed at Sauteunt [Setauket] L. Island we collected about 60 whale Boats and manned them and cros'd over the Sound in a heavy blow from N. West in the night in Company with the Armed schooner *Spy* of 10 Guns. Capt. [Robert] Niles and arrived at the Island about 11 P.M. and divided our force so as to take their whole force by surrounding their Guard house and Head Quarters at the same time. On our arrival at the Guard house numbers fled to Head Quarters where the whole was taken. We killed 13 of the Enemy and brought off 40 prisoners and made prizes of two Sloops – we had one man killed, none wounded, and the day following we returned to New Haven –[3]

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[1] Diary of Christopher Vail, LC.

[2] *Mackenzie's Diary,* I, 40, for September 7, 1776: "A few of the Rebels landed about 20 miles to the Eastward last night, and after committing some outrages upon the loyalists, went off again, taking with them some Cattle, and other matters."

[3] See also Lieutenant Colonel Henry Beekman Livingston to Robert R. Livingston, September 25, 1776.

JOURNAL OF H.M.S. *Cerberus,* CAPTAIN JOHN SYMONS[1]

Septr 1776 Block Island N 3.54 E 15 Leags

Saturday 7 at 6 AM saw a Sail a head gave Chace fired sixteen 3 pdrs at the Chace at 11 Brot too & spoke the Chace a Sloop from Cape Francois Ladend with Molasses bound to Dartmouth[2] Fresh Breezes & hazey sent a Mid: & 4 Men on bd a Prize to Conduct her to New York at 5 saw a Sl to Windwd gave Chace at 6 parted Co wth the *Merlin* & Prizes[3] at 11 handed Fore & Mizn Topsl

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[1] PRO, Admiralty 51/181.

2. *Ibid.*, 1/487, the *Success*, E. Hathaway, master, J. Otis, owner, from Cape François for Dartmouth, with molasses, Howe's Prize List, March 31, 1777.
3. Master's log of the *Cerberus* reads: "parted company with the *Merlin*, Prize and French Sloop [*Felicité*], having sent them to Sandy Hook," PRO, Admiralty 52/1650.

Brigadier General Benedict Arnold to Major General Horatio Gates [1]

Dear General, Wind Mill Point September 7th 1776

I wrote you the 2nd Instant from Willsborough by Lieut [James] Calderwood, the same Evening Anchored at Schuylers Island, & on the 3d Instant arrived safe at this Place, which is 4, or 5 miles from the Isle Aux Tate,[2] and 7 miles from the Isle aux Mott, we found the Isle aux Tate occupied by the Enemy, and several hundred Men encamped, between that & us, who the Evening of our arrival made a precipitate retreat

I have posted my Guard Boats, at a Point running into the Lake about one Mile below us, The Enemies Boats have several Times, appeared on the Lake with a View of decoying our Boats but I have never suffered them to be pursued; Lieutenant [Benjamin] Whitcomb arrived here the 5th in the Evening and went off the same Night with three Men for St. Johns on the Westside, I sent off Ensign [Thomas] McCoy early the next Morning on the Eastside, with three Men, they are to send me intelligence from time to time I expect to hear from them to Morrow early yesterday morning the Boats were ordered on Shore to Cut Fascines to fix on the Bows and Sides of the Gondolas to prevent the Enemies boarding and to keep off small Shot. One of the Boats went on Shore contrary to Orders before the others were ready, they were attacked by a Party of Savages, who pursued them into the Water. They all reached the Boat, but before they could row off, three were killed, and Six wounded the Party was headed by a Regular Officer, who called to our People to resign themselves, on our firing a few Shot among them they immediately dispersed. a party was sent on Shore who found a laced Beaver hat, the Button marke 47th Regiment. The *Lee* and Gondola arrived here yesterday morning, we are moor'd in a Line a Cross the Lake, insuch a manner, it will be impossible for a Batteau to pass us. — I hope the Gallies are nearly compleated, the Force of the Enemy is uncertain, however they have this advantage that they can Man all their Batteaux with Soldiers whenever they think proper to attack us, and our Vessels are solow that numbers may carry them by boarding, this must be attended with great Loss on their side, as I am Positive they will notbe able to surprize us. If I find the Enemy have a considerable Naval Force I design to retire, to Cumberland Head or Schuylers Island untill joined by the three Row Gallies, which will be Superior to all our present Force, when the whole are joined, I believe the Isle a Mott will be the best Stand as the Enemy can bring nothing against us by Land nor will they dare to Come on the Island, as by our Guard boats we can prevent, any Boats going from Missisque Bay, as you have more Troops at Tyconderoga than you want, will it not be prudent to send up one thousand or fifteen hundred Men, who might encamp on the Isle aux Mott, and be ready at all times to assist us if attacked twenty Men to a Batteau will be sufficient, they might Load under Cover of the Vessels, push out and Fire, & retire under cover again, & If the Enemies Boats should make their principal Attack on any particular Vessel these Batteaux might Assist her; each should be fixed for a Swivel in each end, and if they are armed one should be fixed in them, if you should think it necessary tosend a Detachment, it will be necessary to bring intrenching Tools, that they may cover themselves from Small Arms. —

We have but very indifferent Men, in general, great part of those who shipped for Seamen know very little of the Matter three or four good Gunners are wanted enclosed is a List of our Sick, who increase fast, I have sent up in three Batteaux 23 Men, who will be of no service for some time, I wish 50 Seamen could be procured and sent down, I inclose you a Letter from Samuel Chaise Esqr you will observe he requests an explanation of your Letter to Mr Adams, He observes my Character is much injured by a Report prevailing in Philadelphia of my having sequestered the Goods seized in Montreal, as you have had an Opportunity of hearing that Matter canvassed on the Tryal of Colonel [Moses] Hazen, I beg you will be kind enought to write your Sentiments to him on the Matter I cannot but think it extreamly cruel, when I have sacrafised my Ease, Health and great Part of my private Property in the Cause of my Country, to be Caluminated as a Robber and thief, at a Time too when I have it not in my Power to be heard in my own Defence.

The 15th of August when we left Tyconderoga the fleet were victualed for thirty Days, which Time is elapsed except 6 Days, we have on board the Fleet Six or eight Days Provision besides twenty Barrells of flour, left at Crown Point to be baked, and ten Barrells of Pork which I have ordered Lieutenant Calderwood to bring down, which will serve the Fleet to the 20th, as the Lake is often very difficult to pass for a number of days we aught to have at least one Months Provisions on hand. Major [David] Grier goes up with the Sick to whom I must refer you for particulars.

We are very anxious to hear from New York, hope soon to have that pleasure by one of the Gallies, which I think must be compleated by this Time — please to make my Compliments to the Gentlemen of your Family and believe me with much respect, esteem and Affection Dear General [&c.]

B. Arnold

1. Gates Papers, Box 4, NYHS. A copy is in Washington Papers, LC.
2. Isle aux Têtes.

George Washington to John Hancock[1]

Sir New York Septr 7th 1776

This will be delivered you by Captn [Sion] Martindale & Lieutt [Moses] Turner who were taken last Fall in the Armed Brig *Washington*,[2] & who with Mr [James] Childs the 2d Lieutt have lately effected their escape from Hallifax.

Captn Martindale and these two Officers have applied to me for pay from the 1st of January till this time, But not conceiving myself authorized to grant It, however reasonable It may be, as they were only engaged 'till the last of Decemr at their instance I have mentioned the matter to Congress & submit their case to their consideration. I have [&c.]

Go Washington

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1. Papers CC (Letters from George Washington), 152, II, 523, NA.
2. See Volumes 3 and 4.

Diary of Samuel Richards [1]

Decr. [*sic* September 7, 1776]

In the bay below N. York the british fleet made a great display; the no. of the vessells of all sizes amounted to about 300; and as they spread their sails to dry – after a rain– they covered a large extent of the water.

The admirals ship – the *Eagle* of 64 guns appearing in full sight, known by her flag, Capt. [David] Bushnell – of the sappers & miners – having prepared his submarine engine – it was sent one night, with a magazine of powder attached to it – under the command of a serjeant and 12 men – the party proceeded to the ship – having a pointed rod at top designed to be stuck into the ships bottom, but this point not taking effect – the tide which was strong – wafted the engine away from under the ship & the enterprise failed. The sergeant who had the command gave me a particular narrative of the proceeding, and said that he was of opinion that the projecting point struck the head of a bolt which prevented its success; but I judged it as probable that the point was prevented from entering the ship by the copper sheathing.[2]

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1. *Captain Richards' Diary,* 45.
2. See Appendix B.

Journal of H.M.S. *Asia,* Captain George Vandeput[1]

September 1776 Moor'd in the No. River at New York

Saturdy 7 Do [Moderate & hazy] with Rain at times PM at ½ past 10 sent 4 Boats to the Assistce of the Advanced Guard p Signal [2]

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1. PRO, Admiralty 51/67.
2. Guard boats could have been alarmed by a strange object in the water—Bushnell's submarine *Turtle.* See Appendix B.

Journal of H.M.S. *Eagle,* Captain Henry Duncan[1]

Septembr 1776 Moored off of Bedlows Island

Saturday 7th At 6 A M made the *Asia, Bristol, Rainbow, Emerald, Thunder* & *Stombolo*s Sigls for Lieuts At 8 Sent a Lieut & the Flat Boats Crews ashore to Red Hook to Launch the Flat Boats, At 9 the *Renown, Emerald, Thunder, Carcass,* *Asia,* & *Bristol*s Sigl for Petty Officers, Arrived His Majesty's Ship *Fowey* At 11 the *Repulse* Signal for a Petty Officer & Lieut Barkers Signal.

The first part fresh Breezes & hazey the Middle light airs & do, latter fresh Breezes & Cloudy with rain At 3 PM Sent Lieut [John] Howorth with Command of 12 Petty Officers & 132 Seamen to Man Flat Boats At 5 made the Parole Signal with a Red & White Striped Pendant & the *Greyhound*s Signal for a Lieut Lieutenant Howorth with the Petty Officers & Men Returned onboard At ½ past 10 the out Guard Boats made the alarm Signal, fired a Gun & made the Signal for sending the Guard Boats to their Assistance ½ past 11 fired a Gun & made the Signal to recall them[2]

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1. NMM, Admiralty L/E/11.
2. See Journal of Ambrose Serle this date.

MASTER'S LOG OF H.M.S. *Roebuck*[1]

Septr 1776 Governors Isld ENE ¾ of a mile
Saturday 7th Receiv'd our 6 Prs from Red Hook

Fresh gales & Rain P M at 10 Receiv'd 2 Deserters from the Rebels, at 11 an alarm was made by the gaurd boats, Do the Admiral made a Signl to Reinforce them, which was comply'd with

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1. PRO, Admiralty 52/1965.

JOURNAL OF AMBROSE SERLE[1]

[On board H.M.S. *Eagle*] Saturday, 7th. Septr.

This Morning, the *Fowey,* Capt. G[eorge]. Montagu, came into the Harbor from North Carolina.

Great Preparations have been making all this Day; and about 80 Flatbottomed Boats were made ready for a further Debarkation of Troops, and for a further attack upon the Rebels.

A slight alarm happened to-night from the Enemy's Boats approaching too near; they were soon driven back by the Musketry in our Boats. Their Intention was, as we apprehended, to bring down 2 or 3 Fire-ships to set adrift in the Fleet.

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1. Tatum, ed., *Serle's Journal,* 95.

THOMAS RANDALL TO THE NEW YORK PROVINCIAL CONGRESS

[Extract]
Gentlemen — Elizabethtown, Sept. 7th, 1776.

Enclosed is a letter from the Lieutenant of your schooner *Gen. Putnam,* who informs you that the captain went away without letting him know of his going, and of course it must be a neglect of his duty. You also have a petition from the ship's company, which complaint I fear is too true; you will be pleased to take such steps as you think fit; for my part I think it would be best to appoint a new commander for her; the lieut. I believe would be more industrious in the service. I also think it would not be amiss to order the people to be paid about one half of their wages, to supply them with clothes and stores. . . .

1. *New York Provincial Congress,* II, 223.

William Goodrich to the Pennsylvania Council of Safety[1]

Philadelphia Goal, 7th Sept'r, 1776

Gentlemen of the Counsel of Safety:

I now beg leaf to inform you of my transactions while I was imployed in fetching in gunpowder for the use of the Collony of Virginia, and detained a prissinner under Lord Dunmore on that Account, Which is as follows, Viz:

Sometime in July, in the year of 1775, I was imployed by Mr. Thomas Newton, of Norfolk, to fetch in a quantity of gunpowder for the use of the collony of Virginia, and was intrusted with Bills of exchange on London to the amount of five thousand pounds Sterling, to purchase the same with. I proceeded to the West indies with all possable disspatch and disposed of the said bills of exchange, agreeable to my directions from Mr. Newton. Then I went to St. Eustatia, Martinico and Sundry other french Islands, and purchased all the gunpowder I could find in those Islands, which did not exceed five thousand weight. And knowing at that time that the Collony of Virginia was laying in a defenceless state, I took the above quantity of gunpowder into a small sloop of mine, with a quantity of Oznabriges on my own Acc't, and proceeded with same to the head of paspotank river, in North Carolina, where I landed the powder and oznabriges all safe. From thence I was preceding to Norfolk, in Virginia, over land, there to see Mr. Thomas Newton, the gentleman who imployed me to go on the powder expedition. On my way to Norfolk I was informed that the said Newton had moved from that and it would be onsafe for me to go there, as Lord Dunmore was a keeping a lookout and wanted to take me, owing to an information lodged against me to Lord Dunmore of my being gone out after gunpowder.

When I left the west indies I left the remainder part of the Cuntrie's money in the hands of Isaac Vandam, Merchant at St. Eustatia, with orders to lay the same out in gunpowder, and have the same ready at St. Eustatia on my return, a coppy of which I took with me. My receiving information that Dunmore Wanted to take me, maid me alter my corse and go to Portsmouth, Where I expected to have seen my family; but on my arrival There, I saw no one but Mr. Robert Shedden, who informed me that my Father's and my family was moved up to a Plantation of my Father's that was about twenty-five miles back in the Cuntry, and that I must leave the town emediately as Lord Dunmore was keeping the strictest lookout for you, which I did. I proceeded to my family. Mr. Shedden sent word to my Father & Brother to inform them of my safe arrival, Who were then down at the Capes, the one at the North cape and the other at the south Cape, keeping a lookout for me, and a small Schooner which they expected in, loaded with corse Linens. After staying one or two days with my family, I proceeded to Williamsburg, and on my way I met with Mr. Newton, who I inform'd of my proceedings, which gave him satisfaction, & he desired that I would proceed to Williamsburg and there give an account of my proceedings to Mr. R. C. Nicholus, who it allso gave Satisfaction to.

From Williamsburg I returned to my Father's plantation, where my Family was, and muved my Wife, who was then big with Child, and looking to layin in the corse of a month or so, to Mrs. Brown's, an old Midwifes, where I thought She might remain in Safety while I was gone for the remainder part of This gunpowder. As soon as I got her well settled there and provided her with necessaries of Life, I proceeded to my Father's plantation, on my way to St. Eustatia, but on my arrival there my Father wan't returned from the cape, who I wanted to see before I went to 'Statia, which induced me to stay there that night, and, unluckey for me, there came Eight men and an officer that night and took me a prissenner, about two o'clock in the morning, and Carryed me on board of the *Otter* Sloop-of-War.

On my Father's hearing of this misfortune of mine, he returned from the Cape, and took the directions I left with Mr. Vandam and went to the head of paspotank, where the small Vessel was laying that I brought in the powder and Oznabriges with, and was proceeding to St. Eustatia in order to take in hand the powder expidition, but onluckily got taiken at Ocrocock Bar, by two of the king's Croosers that was there, and brought a prissonner on board of the *Otter,* with all his papers, among which was a Coppy of Vandam's orders, which I left with him. Upon Lord Dunmore Examineing of this Coppy of Direction that I left with Mr. Vandam, he found that I had left a considerable sum of money belonging to the Colony of Virginia in the hands of Vandam, at St. Eustatia, to be laid out in gunpowder; upon which, his Lordship obliged me to go on board of an armed tender, and sent me to St. Eustatia, giveing of me possative orders to take that gunpowder, and what money that should not be laid out, and fetch the same to him.

When arrived at St. Eustatia, I informed Mr. Vandam of My misfortune, and told him that I was sent there by Lord Dunmore with such instructions, which I shewed to him, telling of him, at the same time, that we must fall upon some plan to keep Lord Dunmore from Geting of this money, as I did not think it was Just that he should have it, which Vandam readyly agred to, and the money is now laying in the hands of Mr. Vandam's Executors, as he has since departed this Life. Mr. Vandam had the powder ready, agreeable to my directions, which he sold afterwards to a New York Sloop that was laying in the rhoad.

On my return from St. Eustatia to Virginia, I waited on Lord Dunmore and Shode him a note from Mr. Vandam Promissing to pay the sum of money I left in his hands, On his receiveing advice that the bills of exchange was duly Honoured, and not before, as he was an indorser on the bills which he had the money for, and did not think himself safe in delivering the money before then, which note Lord Dunmore took and was satisfyed with; and in about one week his Lordship granted me my perole to go and see my family where I staid three days and returned on board remaining a prissinnor, in which time Lord Dunmore sent for me several times desireing that I would Join government, which I refused to do, telling of his Lordship that I could not think of taking up arm against a cuntry that was Acting in devence of there Liberties.

Now the people of the cuntry began to susspect that I had fotch in the cuntries' money to Lord Dunmore, which Occaisoned the Convention to stop the payment of a considerable sum of money due my brother & self for a quantity of corse linen sold them in October last. The people of the Cuntry grew so inragedd, they went to the house where my wife was, and when she had been but three Days delivered of a child, with a fixed reasulution to burn the house over her head, which it was as much as some of my friends could do to keep them from. My Friends was obliged to send my wife of[f] in a fortnight after she was delivered as she run a risque of her life while on shore.

After this I staid on board of a Vessel of my own for three months on my perole not to go on shore; after which Time Lord Dunmore sent for me and desireing that I would Take charge of one of the Tenders, which I still refused to do. This Occasion'd his Lordship to grow a little mad. "What," says he, "don't the ill treatment of those fellows on shore to Mrs. Goodrich lead you to resent it?" I replyed that I did not think it was right to resent the ill treatment of a few Invious men on the whole Cuntry, and that I could not take up armes agains them with a clair Contience as long as they ware acting in defence of there Liberties. "But," says he, "you may depend upon it that they mean to Shake of[f] their dependence on grate brittain?" Then I told his Lordship that if he would alow me to remain nuteral untill they did declare themselves free and independent of grate brittain, that I should then look upon myself to be in duty bound to take a part in favour of grate brittain, and would do avery thing in My power to appress the Americans in such a declaration. Upon which we parted, and I do declair upon my honour, Gentlemen, that I did not do nothing in favour of government but what I was obleged to do before they Declared for Independence. Upon the declaration of Independence in Virginia, I told Lord Dunmore that I was then ready and willing to take a part in favor of grate brittain Agreeable to my promiss, provided that his Lordship would furnish me with a propper Vessel well man'd and arm'd, Which his Lordship agreed to do, and sent me to Bermudas in the armed sloop, the *Lady susan,* to purchase a Brigg that Would carry Eighteen guns. When at Bermudas, there was no such Vessel to be had, and on my return from Bermudas, I met with the misfortune of falling in with the brig *Lexington,* Capt. Berry [John Barry], who took me and sent me here.[2] This, gentlemen, I hope you will take to your Consedrations, and have me treated genteally, as a prissonner of war ought to be, and not like a thief or a Robber, as you have done by putting of me in Close confinement, and not alowing of me to speak to any person. I am, gentlemen, a constant and sinseer well-wisher to the piece and well fair of America, while under the power & authority of Grate Brittain.

William Goodrich

N.B. I would be glad to obtain Liberty of riting to my pore Distressed family who are now in Bermudas, as I understand there is an opportunity.

W. Goodrich

1. *Pennsylvania Archives,* 2nd series, I, 621–24.
2. Goodrich wrote to his brothers, Bridger and Bartlett, this date describing his engagement with Barry:

> On my pashage from Bermudas to —— I made the Brigg *lexenton* Capt Berry [John Barry] of Sixtean guns wright to the windward of me about Six oClock in the morning on the 27 day of July & in the Latitude of 35° – 5′ She gave Chase to me, and at 12 oClock She came So near as to throw her shot over me, notwithstanding I was make[ing] of[f] from her with all possable speed right before the wind, from 12 untill ½ after two oClock I kept afireing at her with a three pounder out of My Cabin windows now and then giveing the sloop a yaw and fetching some of my after guns to bare upon her at which time She kept her Bough guns aplaying upon me and ran up along side, at which time I struck knowing my Self to be no match for her haveing but 10 men onboard 6 of which was down with the Smallpox and 2 more not worth There salt to there Victuals, no one remaining true but Jones, Miller & oald hardy the rest all turn'd [torn] in ten minutes after taiken you well [torn] your boy Jeffery by Calling of him the Devil [torn]. Capt Berry used me while I was onboard of the brig with agrate deal of humanity and did every thing in his power to make things Agreeable to me

Record Group 27, Records of the Supreme Executive Council, Pa. Arch.

DIARY OF CHRISTOPHER MARSHALL[1]

[Philadelphia] Sept. 7th 1776

. . . yesterday arrived a Bermudian Vessell its Sd with 2500 Bushels of Salt . . . passes wrote & Signd to day were for Sarah Lecke wife of the Liutenant of *Roebuck* She was taken at Gwin's Island now going to New York.

1. Diary of Christopher Marshall, HSP.

STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY[1]

Gentell. [Woodyard] Septembr the 7 1776

this will be handed to you by Captain [William] Paterson he has ben with me to No If thare is any of the Provence Boats are Redey I have two Redey for Rigen The Rigen is at Baltimore Wha[re] Capt Paterson may go for amedatly If you think well of Employing him the boat he Chuses to go in is Redey for shipen I am [&c.]

Stephen Steward

1. Red Book, XII, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Saturday. September 7th 1776.

A Petition from the Inhabitants of the Town of Alexandria setting forth among other things, "their defenceless condition, tho accessable to Ships of War under forty or fifty Guns only, and praying that they might be permitted to purchase at the public expence sixteen Iron Cannon, vizt ten eighteen pounders and six nine pounders to be mounted on two substantial Batteries which had been lately erected on advantageous situations in that Town, and which were now compleated with proper embrazures for Cannon directly under which the Channel of the river runs, so that no ships can pass at much more than a Quarter of a mile distant; And that they may be also allowed to purchase in the same manner two small Forges for casting the nine pound shott, with a sufficient Quantity of Ordinance Stores . . . It is Ordered, That the Petitioners be accordingly permitted to purchase the Cannon, Forges & Ordinance Stores aforesaid taking care not to exceed thirty five pounds per Tonn, for the Cannon, including the expence of proving the same, and to procure the other Articles as cheap as possible. . . .

On considering a recommendation from the Navy Board, It is Ordered that Mr Willis Wilson be appointed Captain of a Galley, called the *Caswell,* building at South Quay, and that a Commission issue accordingly.

Ordered, that Mr Joel Studivant who, as appears by Captain Cockes Certificate, has acted as Captain of Marines on board the Brigantine *Raleigh* ever since the resignation of Captain Foster, besides doing the Duties of his own office of second Lieutenant of the said Brigantine, do receive from the Time of Captain Fosters resignation six shillings per Day as long as he shall continue to be employed in both the said offices.

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[1] McIlwaine, ed., *Journals of the Virginia Council,* I, 148, 149–50.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Saturday 7th September 1776. –

Ordered that the keeper of the Public Magazine deliver unto Capt [Robert] Tompkins for the use of the *Henry* Galley four hundred Pounds of Gunpowder six Quire of Cartridge Paper One hundred Gun flints and a Worm.
Ordered that a Warrant Issue to Job Martin for Ten Pounds for two Rifle Gunns furnished Capt George Muter for the use of the *Hero* Galley. –
Willis Wilson is recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed to the Command of the *Casewell* Galley. –

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[1] Navy Board Journal, 53–54, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN WRIGHT WESTCOTT, STATE SLOOP *Scorpion*[1]

Sir Williamsburg Sepr 7th 1776

You are to proceed to Portsmouth immediately and put your Vessel [i]n order for cruising, with the utmost expedition, being as frugal as possible in your expence.

By order of the Naval Board
Thoms. Whiting 1st Commr

P. S. Should an Enemy be in the Bay you are to join Commodore Boucher or any other of our Vessels & assist in distressing them T. Whiting

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[1] Navy Board Letter Book, VSL.

VIRGINIA NAVY BOARD TO SIR JOHN TAYLOR, GLOUCESTER[1]

Sir Williamsburg Sepr 7th 1776

We are inform'd by the honble Mr Pago that there was a Flatt sunk with some Cannon belonging to one of Lord Dunmores Vessels near Gwynns Island. We have therefore sent Capt [Robert] Tompkins in the *Henry* Galley to search for them and to endeavour to get them up & Shou'd be much Oblig'd that you will give him the best information you can where they may be most likely found. I am by order of the Naval Board Your hble Servant

Thos Whiting 1st Commr

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[1] Navy Board Letter Book, VSL.

"EXTRACT OF A LETTER FROM A GENTLEMAN AT BALTIMORE."[1]

Williamsburg, Sept. 7.

A Continental ship arrived with our vessel in Delaware, with 2200 stand of arms and 1500 bolts of canvas, and full with other stores.—

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[1] Dixon and Hunter's *Virginia Gazette*, September 7, 1776.

JOURNAL OF H.M. SLOOP *Falcon,* CAPTAIN JOHN LINZEE[1]

Septemr 1776. Moor'd off Ball'd Head

Frydy 6 AM 20 Men & 2 Officers Sent on Shore to work on the fort. Modt. and Cloudy Wr PM the Rebells were discovered on Ball'd Head at the same time attack'd fort Gorge with Musquetry with 150 Men Commanded by Coll Poke[2] after a fire of about 10 Minutes the Rebells were drove off by a party in the Fort of about 25 or 30 Men with only 12 Musketts The men in the fort belong'd to differant Ships of War. the Rebells had 1 Man killd & 1 Woundd not a man hurt by the Rebells Notwithstanding they had the Oppertunity of firing on the grater part for some minutes before they Could get into the fort. 5 men belonging to H M Sloop *Cruizer* that awas Stragling in the Woods was taken & Carried off before the Rebels came to the fort on the forts firing made Signal for all Boats mann'd & arm'd sent Arms & men from the Ship to Support the fort fird 6 pounders through the Woods at the Rebells at one P M we discover'd 2 of the Rebells Boats in Buzzards Bay Sent Lieutt Dickerson with the Command of Sloop *Defiance* mann'd and Arm'd and 5 Boats to Block them in or destroy them

Satury 7 AM fird Six pounders through the woods knowing the Rebells to be there.

Fresh Breezes and Cloudy Wr P M the Boats and Sloop Attack'd the Rebbell Boats in Buzzards Bay with Swivels & Musquetry the Sloop fird some 3 Pounders which was Returnd by the Rebells as was thought with either 2 or 3 pounders our Boats Returnd with out being able to Destroy them and under Cover of the Night got off.

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1. PRO, Admiralty 51/336.
2. Colonel Thomas Polk, 4th North Carolina Regiment.

Journal of H.M. Sloop *Cruizer,* Captain Francis Parry[1]

September [1776] abreast of Fort Johnston [Cape Fear]

Friday 6th Modr and fair Wear at Noon the Battery at Bauldhead fir'd upon the Rebels but was soon beat off.

Do Wear at 1 P M the *Falcon* made the Signal for all boats at 2 unmoord and Hove Short on the best bower, at 7 came in a Schooner from the West Indias

Saturday 7th at 10 A M came into Bauldhead a small Schooner, put 4 of our 3 pounders on bd a Sloop to go up the river to prevent the Rebels from geting by bauld head

Mode and hazey at 6 P M the boats belonging to the Ship fird several Swivels at the Rebels boats up in Bussards bay, but was obliged to retreat.

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1. PRO, Admiralty 51/218.

Journal of H.M. Sloop *Scorpion,* Captain John Tollemache[1]

Septemr 1776 Moor'd in Cape Fear River.

Saturdy 7 AM the Rebels landed on Bald Head burnt the Red Cutter which was hauld on shore to prevent her falling into their hands

Boats Empd with the Armed Sloop in cutting off the retreat of the Rebels from Bald head they having been repulsed by the Fort in the W. part of the Island

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1. PRO, Admiralty 51/872.

Captain John Paul Jones to the Continental Marine Committee [1]

Providence at Sea in No Latd 36.°40′ and
Wt Longd 51° – Septr 7th 1776.

Gentlemen

I had the honour of writing to you 27th Ulto pr the Brigantine *Britannia* a Nantucket Whaler which I Sent in under the Care of Lieut [William] Grinnell. – Also 4th Currt pr the Brigt *Sea Nymph* from Barbadoes for London which I Sent in under the Care of Mr [William] Hopkins Master of the *Providence* with a particular Accot of my Cruise till that time – nothing has Since happened till last Night when I took the Brigantine *Favourite* laden with Sugar from Antigua for Liverpool as pr Custom House Certificates herewith inclosed – as this Vessel did not Sail from Antigua till 18th Ulto my future Success must be very uncertain the West Indies is very much thinned of Shipping & I have already Succeeded beyond my expectations however I will not yet give up the pursuit. I Send this Vessel in under the Care of Mr [Joseph] Vesey my Actg Master – Since I dispatched the *Sea Nymph* I have understood that there is a very considerable property in Wine & Cask over & above what is enumerated in her Clearances – I hope this may appear in time to take measures accordingly. – I herewith forward you a large Bag of letters which may I hope contain some useful Information. – Some of them contain Bills of Lading for the Cargo. – As I have no Clerk I hope to be excus'd for not Sending Copies of my former Letters. I have the honor to be with gratefull Esteem and much respect Gentlemen [&c.]

Jn° P Jones

The *Favorites* Crew are as follows Vizt

1	John Davis	Master
2	Bernard Gallway	Mate
3	Jno Williamson	Secd do
4	Jno Wilson	Seaman
5	Ben. allen	do
6	Wm. Nolats	do
7	Jamie Bacop	do
8	Saml Cornish	do
9	Jno Gaunt	do
10	Jno Irvine	do

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[1] Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 85, NA.

Journal of the Council of West Florida[1]

[Pensacola] 7th September 1776.

We the Subscribing Members of His Majesty's Council therefore recommend it to your Excellency that you will be pleased to order His Majesty's Engineer to put the Fort of Mobile in such a temporary State of defence as may be thought Sufficient to Repell any Attack from the Rebels

as the Loss of it will be Attended with the following dangerous Consequences —
first That it will Cut off all our Communication with the Chactaws, Chickesaws and all the other Tribes of Indians to the westward as far as the banks of the Mississippi and alienate those tribes from His Majesty's Interest with the total loss of the Indian trade which is at present very considerable and will put and end to all Commerce between Great Britain and the River Mississippi which will infallibly fall into their Possession
Secondly That it will be Seperating us from the Western part of the Province and prevent this Colony from Supplying the West India Islands with Lumber &c. and this place with such Provisions as are Necessary for its Subsistance. . . .

A Majority of the Board then gave it as their Opinion and advice that His Excellency the Governor Should give Orders to the respective Officers of the Customs at Pensacola not to clear out any Vessels now in this Harbour bound to the River Mississippi & should also Apply to Lieut Cobb the Commanding Officer of the Armed Sloops here to prevent any such Vessels from going out of the Harbour untill farther intelligence arrives in Order that these Vessels may be prevented from giving intelligence or affording any Assistance in transporting the Rebel Troops which may come against us thro' the Channel of the Mississippi & whom they think there is reason to expect. . . .

1. PRO, Colonial Office, 5/634, Part II, 387–92, LC Photocopy.

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8 Sept. (Sunday)

"Extract of a letter from Boston, September 8."[1]

Captain [Francis] Proctor is confined in the common goal in Halifax, is treated most barbarously, and had been in irons ten weeks on board the *Mercury* man of war; they threaten to take away his life, but he despises their threats; all that he wants is to meet his enemies in the field.[2] He has been in Halifax goal about five weeks, together with Col. [Ethan] Allen, Mr. [James] Lovell, and 28 others.

1. *Pennsylvania Gazette*, September 25, 1776.
2. For capture of Proctor by H. M. S. *Syren* see Volume 4.

Master's Log of H.M.S. *Milford*[1]

Septr 1776 Cape Cod So 73 Wt 49 Leagues
Sunday 8 at 1 A M handed Mizn T. Sail Close Reeft Topsails Handed Fore and Mn T. Sails at 5 saw a Sail to the So wd made Sail and gave Chace at 6 saw another Sail to Windwd at 9 came up with the Chace Brot too and sent the Boat onboard to take possession Proved to be an English Ship Bd to London

taken of[f] Cape Race By Amer Privateers Recd onbd the Prisoners[2]

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1. PRO, Admiralty 52/1865.
2. The ship *John*, Captain John Hunter, taken August 30 by the Massachusetts privateer schooner *Independence*. The Halifax Vice Admiralty Court returned the *John* to her master after he "offer'd to pay the one 8th Salvage to the Captors in behalf of the King." Vice Admiralty Register, vol. 5, N. S. Arch.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES [1]

Dear General, Isle aux Mott September 8th 1776 –

When I wrote the foregoing Letter I designed sending off the Batteaux last evening but was prevented by the Stormy weather lastnight the Enemy were heard by the Guard Boats and the People onboard the Vessels near inshore onbothsides of us several Trees were felled and lights discovered. I believe the Enemy were erecting Batteries, which might have injured us as the Lake is only one and a Quarter Miles over and their Design was doubtless tohave attacked us both by land and Water at the Same Time. I make no Doubt we should have been more than a Match for them, but did not think it prudent to Run any Risque, as it would answer no good Purpose. I therefore ordered the Fleet under way this Morning, and at 2 OClock P. M. anchored at this Place here the Lake is about two Miles over and safe Anchorage we effectually secure any Boats passing us – just as we came to Anchor Lieutenant [John] Brooks came on Board, sent down by Colonel [Thomas] Hartley in Consequence of hearing our Cannon fired at the Indians on Sunday Morning. I have thought it necessary to dispatch him back again that you may be out of Suspence with regard to us. Four Guard Boats are constantly out, the Rounds go every two Hours, at Night, and every precaution is taken to prevent being surprized. –

Our men are extremely bare of Cloathing and the Season is coming onsevere & more so onthe Water than land. If a WatchCoat or Blanket & one Shirt could be sent for each Man it will be of great Service for them. Rum is another necessary Article When the Howitz arrive, I beg three or four of Six Inches may be sent us mounted, on Field Carriages, with Shells &c. &c. 50 Swivels are much wanted, the last Vessels h[ave none] I am [&c.]

[B. Arnold]

P S. send me a few Quires Paper

1. Gates Papers, Box 4, NYHS. A copy is in Washington Papers, LC.

MAJOR GENERAL PHILIP SCHUYLER TO JOHN HANCOCK[1]

[Extract] Albany September 8th 1776

The Season advances so fast that it is Time to think of preparing the Winter Quarters for such Troops as are not to be kept in Garrison . . . perhaps it would be best not to canton the Troops too far from Tyonderoga at it may be supposed that an attempt will be made by the Enemy in the

Course of the Winter on that post or at least they will try to burn our Navy in order to insure their passage over the Lake in a future Campaign – . . .

Since writing the above a Letter from General Gates of the 5th Instant is come to Hand he observes that "as the Fleet is large and mounts a Number of Cannon and the Body of Troops here very considerable, it is immediately necessary that fifteen Tons of powder, Ten of Lead with Flints and Cartridge paper in proportion should be sent to this post," I have not any of the Articles here and must intreat that they may be sent with all Expedition.

1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 331–42, NA.

CAPTAIN ISAIAH ROBINSON TO LIEUTENANT JOSHUA BARNEY[1]

Mr Barney –

As it may be a means of preventing Mr Forrests, & the other Gentlemens Chests, & other things being more vigorously rummaged when you get up, You will be kind enough, before the Pilot or any other reputable person to examine their Chests, Boxe's, &c. should you come Across [illegible] Money, You will take a List, or Acct of it, Accurately; As the Congress will require a return of every thing of that kind to be made to them, but Leave it in the Gentlemens posession, Untill the Sentiments of the Congress are made known to me relatively to it. Let not a stitch of Wearing Apparrel, or any thing else of the kind apertain[ing] to them be touch'd on any pretext Whatever

You will bring the Brigantine to Anchor in the stream and suffer no body to come aboard of her, but those that have Imediate Business, & suffer not the least Article belonging to her, her Cargoe, Materials, or Stores to be touched, or brought from her. I am Yrs Sincerely

Mr Joshua Barney
Lieutt
of the *Sachem*[2]

Is^h^ Robinson

Sloop *Sachem* Sunday Morning [September 8, 1776][3]

Nb Apply to Mr Forrest[4] for Capt Stalkers Bill of Lading for the Cargoe &c – He may depend on its being return'd him, for his recovering his Insurance on which Acct. he is Under a Necessity of having one.

1. FDRL.
2. Barney, first lieutenant of the *Sachem*, was prize master on board the British brig *Three Friends*, Captain Anthony Stalker, which was taken after a smart engagement on August 12, 1776. Mary Barney, ed., *A Biographical Memoir of the late Commodore Joshua Barney: . . .* (Boston, 1832), 45–46.
3. The date is based upon the arrival of the *Sachem* in the Delaware on September 7, and the instructions to Barney stating "when you get up." These facts point to "Sunday Morning" as being September 8. *Pennsylvania Gazette*, September 11, 1776.
4. Probably James Forrest whose letter to Congress was read on September 17 and referred to the Board of War. Ford, ed., *JCC*, V, 768.

Captain James Campbell to John Hancock[1]

Chingoteague Virginia
Sir 8th Septemr 1776

I have the pleasure to inform you that the *Enterprize* Privateer of Baltimore under my command is arrived Safe in this inlet having taken during my Cruize the following prizes vizt

The *Lancashire* Ship a Guiniaman in Ballast now in Sinepuxent in Maryland – 4 Guns 16 men –

The *Betsey* Brigt of Jamaica from Guadaloup for Hallifax having on board 120 hhds & Tierces of Molasses now in this inlet –

The *Black River* Ship from Dominica for Bristol having on board 158 hhds Sugar 58 hhds. rum 60 hhds Molasses, Egg Harbour

The Snow *James* of Lancaster from Antigua having on board 100 hhds Sugar 171 Bales cotton 2 hhds rum 14 Tierces and 27 Barrels Sugar & 50 Tons Fustick 23 men not yet arrived.[2] The Brigt *Betsey* of Guernsey from St Croix having on board 240 hhds rum not yet arrived expected this day The Sloop *Modesty* of Dartmouth in England from Barbadoes for Newfoundland thirty hhds & 4 Tierces rum and Twenty Barrels Sugar arrived yesterday in Sinepuxent the Schooner *Liberty* of Nova Scotia from Montserat & Anguilla having on board 1000 bushs Salt 14 hhds rum & 10 casks Nails a Sloop from Tortolla with a small cargo of Salt & rum Dismis'd with 30 prisoners being quite Outnumbered by them when I saild I had 53 men & boys 29 of whom never was at sea I suffered much in my health and Sprung both my Masts, but expect to get better soon and be out again before the winter I shall send your honourable Congress a Survey of the Inlet when my health permits it being of Great importance and ought to be fortified for which four Guns would be sufficient in it is 15 feet water and among the Shoals without a Ship of any Size may find Shelter till lightened[3] I am Sir [&c.]

James Campbell –

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1. Papers CC (Letters addressed to Congress), 78, V, 63, NA.
2. Retaken and carried into Bristol, England, *Public Advertiser*, London, October 1, 1776.
3. See Journal of H. M. Sloop *Nautilus*, August 22, 1776.

Governor Patrick Tonyn to Lord George Germain[1]

No 24.
My Lord;

In the evening of the 28. August a Ship with some of His Majesty's loyal Subjects and their Effects arrived at an Anchor of[f] this Bar from Cockspur.

The next morning, the Master and the Passengers being ashore, a rebel Brig, supposed to be one Turpin Commander of 16. Guns and a hundred Men run close to the Ship put three boats of their People into her and carried her off/

We have no naval force but the *Saint John* of four Guns, and Lord William Campbells Schooner of six Guns in this Port for repairs. The first was ten miles up North River cleaning, the latter without Men.

A Sloop pierced for fourteen Guns, belonging to Captain Mowbray, who has been in the Kings royal navy, and a person of much credit and esteem, the same I sent to Captain Berkley's [Andrew Barkley] assistance in February last at Cockspur, had arrived a few days before from the Islands. I engaged him to go out, sent for the *St John* Schooner in all haste, put ten Guns into the Sloop and endeavoured, My Lord, to Man her; finding it however a difficult task, a subscription was set a foot to encourage the Men to enter on Board, after our utmost exertion, about thirty Men were collected by night, and of them not more than ten Men the Captain told me fit to go to Sea. The *Saint John* made great dispatch, and by eleven at night was in the road towards the Bar, although she lay Keel out of the water, when my letters reached Lieutenant Grant.

Your Lordship cannot guess at my shock and mortification, for my zeal runs high on such occasions for His Majesty's service.

After applications my Lord to Admiral Shuldham, Sir Peter Parker, and to Lord Howe, for a sufficient naval force for the protection of our Coasts and Rivers, I am, my Lord, utterly in dispair of any maritime assistance.

The Inhabitants are very uneasy my Lord, for the want of such support, and from the very strong reports from all hands, that the rebels intend to attack the Plantations on Saint John River, I have been under the necessity of taking Captain Mowbrays Sloop into His Majesty's Service, for the Protection of the Province, although it be attended, my Lord, with great expence, I have no alternative. Our Rivers are too large to be defended without Vessels upon them, by any number of Troops, less than an Army.

For these reasons, my Lord, I wrote to the Commanding Officer of His Majesty's Troops, of which the enclosed is a Copy, No 1, and to Lieutenant Grant of His Majesty's Schooner, No. 2.[2]

I hope your Lordship will approve these measures, I beg leave to assure you my Lord, in all cases and circumstances, my greatest care and anxiety is to do right. I have the honour to be with the greatest respect, My Lord, Your Lordships [&c.]

Pat. Tonyn

St Augustine 8 Sepr 76

[Endorsed] St Augustine 8th Septr 1776 Governor Tonyn (No 24) R/ 19th Decr (2 Inclosures)

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1. PRO, Colonial Office, 5/556, 783–86.
2. Tonyn to Prevost and Tonyn to Grant, September 5.

"Extract of a letter from Cape Nichola Mole, dated Sept. 8."[1]

. . . A French Frigate arrived the other day from France, with orders to the General to protect all American vessels: A pilot boat belonging to a merchant in Philadelphia was taken the day before yesterday, and sent to

Jamaica; a French frigate of 36 guns and a guarda coasta, which last hoisted Continental Colours, were immediately sent after her, with orders to follow her into Port Royal harbour, if they could not overtake her before, and demand her; what will be the consequences time will discover. The French were very much exasperated at her being taken, which was within two leagues of the land.

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1. *Pennsylvania Gazette,* October 16, 1776.

Journal of H.M. Sloop *Atalanta,* Captain Thomas Lloyd [1]

September 1776	Cape Tiberoon NbE 5 or 6 Leagues
Sunday 8th	Fresh Gales and cloudy weather, at 4 P M in 2d reef at 6 Cape Tiberoon N½W 8 or 9 Leagues Variation Pr Ampltde S,39Et, att 8 close reeft topsls and got down top Gallt Yards at 10 handed fore and Mizn topsl fired 2 Six pounders at the Packet to make her keep her Station,[2] she being a great way to windward and going a head, when she came within hail I asked him why he did not obey his Instructions, answered he did all he could to keep astern. I asked him why he did not haul his foresail up, he made the same reply, and added that he would leave me to morrow, which he repeated as he went under the Lee Quarter, I then replyed he should not if I could come up with him, and told him, I would fire into him if he attempted it, she then Shot a head without Shortning Sail, upon which I ordered the foretopsl to be set, but before that was accomplished he fell on our Starboard Bow and carried away the Spritsl Yard; the Ship wearing very Quick prevented any farther damage; when he fell on Board his after Yards were Square, as soon as she run on board clewed all up, she Shot a head and to Leeward, fired a Swivel at her to bring her too, was obliged to wear round after her several Times. At 12 fired 6 Guns and made the signal to bring too on the Starboard Tack,

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1. PRO, Admiralty 51/75.
2. *Ibid.,* the *Atalanta* had sailed from Port Royal, Jamaica, on September 4 convoying the packet *Anna Theresa* and the sloop *Antelope* through the Windward Passage.

"Extract of a Letter from a Merchant at Barbadoes, Sept. 8."[1]

The *Ranger,* a Privateer Brig of 16 Guns, fitted out here to cruize against the Americans, has brought into Carlisle Bay an American armed Schooner of ten Carriage-Guns, from Brest, bound to Philadelphia, on board of which were found several Letters; amongst others was one addressed to the Hon. John Hancock, Esq; from one Mr. [Frederick] Hamilton, an American Gentleman, who has been some Time at the Court of Versailles.

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1. *Public Advertiser,* London, October 22, 1776.

9 Sept.

PETITION OF ISAAC COLLYER TO THE MASSACHUSETTS GENERAL COURT [1]

The Petition of Isaac Collyer of Marblehead
Humbly Sheweth that your Petitioner with Sundry others Are fiting out an Armed Vessell [the *Polly*] on a Four Months Cruize Against our unnatural Enemies to Carry Twelve Carriage Guns and One Hundred men Nathaniel Leech Commander and as It is difficult if not Impracticable to Procure Ammunition, Beg your Honours would be Pleased to order the Commissary of this Colony to deliver your Petitioner One Thousand Pounds of Gun Powder he paying for the same and your Petitioner as In duty bound shall Ever pray &c.

Isaac Collyer

[Endorsed] Sept 9, 1776

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1. Mass. Arch., vol. 181, 214 This petition is illustrative of the frequent requests for gunpowder made to the state by those who were outfitting privateers.

PETITION OF JOHN BARBER TO THE MASSACHUSETTS GENERAL COURT [1]

To the Great & General Court, of the State of the Masachusets Bay, now sitting in Watertown –

The Petition of John Barber, late of Charlestown, in the said State –
Humbly Sheweth

That your Petitioner hath a Schooner about 56 Tons Burthen, which was Coming from Sheepscot the 29 of August, &c. by contrarey winds put into Cape Anne the 3d of September; having on board Posts, Rails, a few Boards & Some Shingles, all designed for my own use, for Building & inclosing my Lands in Charlestown;

That the embargo laid by the Honble Court, took place the 4th September, by which means his Vessel is retarded, Your Petitioner Humbly Prays that your Honble Court would Grant him a permit to bring her round to the Port of Boston, for which indulgence he is willing [to] give securities for his faithful performance – And your Petitioner as in Duty bound will Ever pray

Boston, Septem. 9, 1776 John Barber

[Endorsed] In House of Representatives Sept 9th, 1776
The Committee appointed to take into Consideration the within petition of Captn John Barber have fully Considered the Same and Report by way of Resolve –

Resolved that the within named Captn John Barber be permitted to bring the within named Schooner with her Cargo from Cape Ann to the Port of Boston – he taking due Caution to prevent Said Schooner & Cargo falling into the hands of the Enemy

Sent up for Concurrence

Sam^{l} Freeman Speakr P.T.

In Council Septr 9, 1776 Read & Concurred

John Avery Dpy Secy

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1. Mass. Arch., vol. 181, 218–19.

Acts and Resolves of the Massachusetts General Court[1]

[Watertown] Monday September 9th, 1776.

Petition of Ichabod Jones setting forth, That he in May 1775, considering that the People at Machias in the Eastern part of this State were of themselves unable to procure the Provision necessary for their support, & knowing that the greatest part of them depended on him to supply them the other Traders having declined to do it; did purchase a Quantity of Pork, Flour, & other Articles of Food, & convey the same to the People aforesaid in two Sloops belonging to him

That when arrived at Machias the Inhabitants at his Request met together, & were informed, that if they could furnish themselves in any other way with necessary provisions he would be extremely glad to be freed from the difficult, & hazardous Task – That a great majority of them declared they could not obtain the necessary Supplies without his Assistance and desired him to continue as formerly to bring them provisions.

That afterwards by means of some of the Machias People with the Assistance of others in the neighbouring places the Vessels aforesaid, & the Person of the Petr were seized – That at the time of the seizure the Inhabitants of Machias owed him, & Compa nearly the Sum of Four thousand pounds LMy which he is able, and ready to prove. –

That he is lately informed they have taken possession of his Houses, Mills, & all his other Estate at Machias, & not only of the Estate of which the Petr was sole proprietor, but also of the Estate which belong'd to himself, & Partners

That he learns from an Advertisement in the Watertown Paper of Augt 19th that Libels are filed against the Vessels, & Cargo's abovemention'd before the Judge of the maritime Court for the eastern District in this State, & that the Justice of the Captures is to be tried at the said Court to be holden at Pownalboro' on the 9th of September next.

That as he is confined in the Town of Northampton under large Bonds (with scanty means of subsistence) he is unable to attend himself, or to procure any person to attend in his Behalf on so short a Notice, & is greatly apprehensive, that his property therefore will be condemned, altho' if allow'd to attend the said Court with his Evidence, he persuades himself the Innocence of his Conduct would fully appear.

And praying the Hon: Court would take the Premisses into consideration, & that he may have a hearing thereupon, having no doubt on a full knowledge of his Case that he would be discharged from any further Confinement – and that he may have liberty to attend in Person the Trial aforesaid of his Vessels at some future time, to which the said Court shall by Order of the Hon: Court be adjourned, & that in the mean time all proceedings touching the Vessels & Cargo's aforesaid may be stayed.

Resolved, That the prayer of this Petition be so far granted, that the maritime Court for the Eastern District of this State to be holden at Pownalboro' on the 9th of this Instt in order to try the Justice of the Capture of two Vessels taken from the petitioner be adjoun'd to the first Day of Octr next in order, that the petitioner by an Attorney may shew cause if any he has why the said Vessels should not be Condemned. And the Petr by his Attorney has Liberty to file his claim with the Judge of the said Maritime Court, to the said Vessel, & Appurtenances at any Time before the said first Day of October next – And that the Judge of said Court be notified thereof by being served with a Copy of this Order.

Petition of Isaac Dodge setting forth – That he with his Company marched upon an alarm to Glocester last November to defend a Store Briga called the *Nancy* taken by Capt Manly, that he has received no consideration therefor tho' the Hon: Court have allowed others that were called upon the same business – And praying for allowance for himself & Men in said Service agreeable to the roll.

The Comtee appointed to examine the Muster Roll of Capt Isaac Dodge for Service, & Travel of himself, & Co from Ipswich to Glocester 29th Novr 1775, have attended that Service, & beg leave to report, that they find the same right cast, & well vouched, & inasmuch as said service was for the Protection of a Prize taken by Capt Manly in the Continental Service, that the said Roll be paid out of the Treasury of this State, & charg'd to the Continent. all which is humbly submitted –

John Bliss p order

Resolved, That there be allowed, & paid out of the public Treasury of this State to the within named Isaac Dodge, or his Order the sum of Twenty two pounds four shillings, & ten pence for the use of himself, Officers, & Men (who were employed in the Continental Service) in full discharge of his Roll.

Petition of Thomas Melvill, for himself & others – setting forth – That they have at a great expence equipt, & fitted the Schr *Speedwell* Jona Greely Commander with ten Carriage Guns, & every necessary warlike Implement for a Cruize against the Enemies of the American States; but for the want of about 700 lb wt of powder, said Schr is detained in the Harbor, and unable to proceed on her intended Cruise – And praying for a supply of 700 lb wt of powder, &c.

Resolved that the Commissary General be, & he is hereby directed to deliver out of the Store belonging to this State[(]or order the same to be delivered at the powder Mill in Stoughton) Five hundred pounds of Gunpowder to Thomas Melvill he the said Melvill paying Six shillings p pound to the said Commissary for the same – the Commissary General to be accountable for the money so Received. –[2]

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[1] Mass. Arch., vol. 35, 207, 208, 213, 216.

[2] *Ibid.*, the General Court provided gunpowder for six other privateers this date.

David Cobb to Robert Treat Paine[1]

[Extract] Boston Septr 9th 1776

. . . A Number of prizes have been sent into the different ports of New England since my last, 4 in at Bedford, one at Cape Ann, some at the

Eastward & a number at Providence, chiefly West India men. – The Spirit for Privateering is got to the highest pitch of enthusiasm, almost every Vessell from 20 Tons to 400 is fitting out here; they are in great want of Guns, but with what they dig up on Wharfs and at the Corner's of Streets, they have made out heretofore very well; Small Vessells are gone to Hispaniola for the Cannon of 2, 24 Gun Ships, that are now fitting for the Sea; the Owners have offer'd me 20 £ p Month & 4 shares, to take the Surgeon's birth on board one of 'em. – The Salt Petre business is still persu'd with spirit, tho' the quantity that has been brot in since June, is but small, but when the Farming business is over we shall have it in as great plenty as ever. –

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1. Robert Treat Paine Papers, MassHS.

Thomas Cushing to Robert Treat Paine[1]

[Extract]

Dear Sir Boston September 9th 1776

I have received your kind favor of the 24 Ultimo – The 24 Gun Frigate might have been out to Sea a month Ago and have cleared her Cost as well as the Cost of the other Frigate, by what prizes she might have taken before this, had she have been furnished with her Guns, the want of these retards every Attempt to fix her off, besides it will be impossible to procure Men till they see she is Compleatly Armed, It is a great pity you have not been able to send the Cannon from Philadelphia; I have received no orders to purchase any here but have from the first been told I should be supplied with them from Philadelphia, however I have tryed in Vain to procure them at Providence, Their Furnace has been so engaged in supplying the two Continental Ships there as well as the Government of Rhode Island with Cannon that they have constantly wrote me I could not be supplied with any till they had fulfilled those Engagements; but I fear (being tempted with a most extravagant Price by the owners of Privateers) they have notwithstanding been Supplying other People even in preferrence to their own Government; Mr Nicholas Brown, one of the owners of the Furnace, has lately wrote me that they Can have Ninety pounds Lm p Ton for Cannon & want to Know Whether I am empowered to Contract for any, but does not Inform me how soon I can be furnished, if I was willing to Contract at that enormous price, which I dare not do without first Consulting Congress, pray let Know what I shall do upon this occasion, provided they at Providence Can furnish me Seasonably –

The *Mi*[*l*]*ford* Frigate and, it is said, some others, are Cruising upon our Coast and taking prizes – The Continental Frigates, if they were now out, might be of eminent service, O for Cannon! The spirit of Privateering prevails so amazingly here that Cannon cannot be procured, if at all, but at a most extravagant price – pray forward them from Philadelphia if possible & send me the dimensions of the Guns by the first opportunity that I may compleat the Carriages, for the General Court apprehending the 24 Gun Frigate will not be a Match for the *Milford* of 28 Guns are About placing the Guns, they proposed lending to me, on board the Portsmouth Frigate, if Capt Langdon will consent she should go out And Attack the *Milford* . . .

Your Brethern in the Law have fine times of it, They are making Money as fast almost as they Can receive it, I suppose there never was a better chance for Gentlemen of your Profession getting money than the Present, Privateering prevails so much & such a number of prizes are taken that it makes a vast deal of Business in your Way – Messrs Dana, Lowell, Kent, Morton Hitchburn &c. &c. &c have their hands full –

While writing I received your Favor of the 31 August – The prize ship that had the Ten 9 pounders on board was retaken & Carried to Hallifax – I hear Capt Langdon is appointed by the Congress Agent for the Continental Ships within the State of Newhampshire and as he has had the trouble and fatigue of building & fixing one of them out (which at this difficult day is attended with Ten times the trouble & fatigue as at another time when every thing may be obtained with Ease & barely for asking for) I think it is reasonable & just he should have the Appointment – If I, who have had the care & trouble of building two of these Ships, Should be entirely overlooked, will it not seem as if my conduct with respect to them was disapproved of? As to the Objection made to my being Agent for the prizes on account of it's being incompatable with my other Appointments, it seems this objection was easily got over with respect to Mr Langdon for he is judge of the Common pleas in his Government as well as my self in this Government; with respect to such an Appointment's being incompatable with the place of a Councellor, that seems not to Agree with the Ideas of the Court here, for both the Honble Mr Wm Sever & Mr Richard Derby are Councellors and Notwithstanding this they have both been appointed by the Council Agents for the Colonial Vessells of War, one for the southern District, the other for the Middle District; As I have had an Infinite deal of trouble in building & Collecting the Materials for these ships I should think it hard if any one else was appointed to have the Care of them & from time to time to furnish them with Supplies, It will be full enough for one man to have the Charge of the Prizes, and for Another to have the Care of these & the other Continental privateers & from time to time to supply them with Provisions, Stores of all Kinds, Mast, Yards, Cables and other riggen as they may stand in Need of them – perhaps this is the appointment Capt Langdon has got pray let me know particularly what his appointment is & what precisely is his Duty, I am oblidged to you for the tender of your services Upon this occasion & doubt Not I shall experience the benefit of them –

I remain with respect [&c.]

Thomas Cushing

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1. Robert Treat Paine Papers, MassHS.

COMMODORE ESEK HOPKINS TO NATHANIEL SHAW, JR.[1]

Sir Providence Septembr 9th. 1776 –

I receiv'd yours, and desire you will supply Captn [Hoysteed] Hacker with every thing that may be necessary to enable him to get with dispatch his Vessel ready to Cruise[2] –

As to purchasing the Schooner you best can tell, as you had directions in procuring the Vessel – My Instructions is to Mann her and Order her where to Cruise – I have no Orders to buy, or to direct any other Person to buy – perhaps you would do well to write to the Marine Committee for Orders in that matter, as I believe they had no Apprehension of any Warlike Vessel, Guns or Stores of any kind being Sold without their Especial Orders, so to do – I expect to come to New London soon, and am Sir [&c.]

Esek Hopkins

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1. Nathaniel and Thomas Shaw Letters and Papers, NLCHS.
2. Continental brig *Hampden*.

COMMODORE ESEK HOPKINS TO CAPTAIN HOYSTEED HACKER, CONTINENTAL BRIG *Hampden*, NEW LONDON[1]

Sir Providence Septembr 9th 1776

I receiv'd yours of the 5th instt and observe that you think your Vessel is in bad Order – If it is necessary, direct you as soon as possible to Grave, or clean the Brig and fit her for the Sea with 5 or 6 Months provisions onboard –

Mr. [Nathaniel] Shaw will Supply you with every thing necessary – I shall come to New London soon and give Some directions about filling up your Officers. I am Your Friend

E.H.

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1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO CAPTAIN SAMUEL CHEW, NEW HAVEN[1]

Sir Providence September 9th 1776

I receiv'd yours – and now acquaint you that I had directions from the Marine Board to offer you the Command of a Schooner which they made no doubt was in New London, and directed Mr Shaw their Agent there to preserve her which can't be done as the Schooner is gone – [2] If Mr Shaw procures any other in her Room shall fit her out – but I have no Orders to buy a Vessel myself – that matter being entrusted to their Agent Mr Shaw – If any thing offers shall acqu[ain]t you – I shall be at New London in a few days, when I shall be able to inform you with more certainty, in the mean time I am [&c.]

E.H.

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1. Hopkins Letter Book, RIHS.
2. Schooner *Hawke* which the Marine Committee had ordered purchased and renamed *Hopkins*.

"INTEROGATORIES ANSWERED BY SAMUEL LIGHTBOURN LATE COMMANDER OF THE BRIGANTINE *Fanny*. PROVIDENCE SEPT 9TH 1776" [1]

Interog.	When where and by whom was the said Brig taken, from whence and to what Port was She bound, what Tonage is She what are the Contents of the Cargo of said Brigg: and who are the owners of the said Brig and Cargo? –
Answr	The said Brig and her Cargo upon the Twenty first Day of August AD: 1776 was taken upon the High Seas, by Jabez Whipple Commander of the private Sloop of War called the *Independence* in Latitude 33. her Cargo consists of 118 Hogsheads 3 Tierces 14 Barrels 15 Bags of Sugar 5 Barrels of Oyle 10 Barrels of Limes about 300 lbs of Indego 1 Cask of Rum. the said Brig & Cargo were bound from the Island of Antigua to London. – the said Brig is owned one Quarter part by myself One Quarter part by William Lightbourn of Bermuda – One Quarter part by William Malcom of New York, and the other Quarter part by Cook Muligen of New York late deceased, the said Cargo belongs to Inhabitants of Great Britain Said Brig is of the Burthen of about 146 Tons.

Sam^el^ Lightbourn

Providence Septemr 9:1776 Sworn to before me

John Foster Judge of Prize Causes –

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1. Admiralty Papers, vol. 9, R. I. Arch.

GOVERNOR JONATHAN TRUMBULL TO GOVERNOR NICHOLAS COOKE[1]

Sir Lebanon Septemr 9th 1776

Since my last I have made Enquiry what naval Force can be had in this State to assist in an Attempt to clear the sound of the Enemies Ships – and find we can soon have a Ship mounting 20 Guns, 9 lbders, and a Brigantine of 16 Guns ready for that Service; we could also add another Brigantine of 8 Guns could we procure Cannon to put upon her, besides our Galleys, which we hope may be able to join them

I persuade myself You are advised of the present Situation of our Army and the Enemy, from which it will appear how much it imports the Success of the Army under General Washington, as well as the Safety of these States to atchieve this Enterprize – Could Commodore Hopkins be prevailed upon to join the Force under his Comand with Your Gallies and such naval Force as your State can furnish to our Ship Briga and Gallies I flatter myself it would be sufficient to effect the purpose intended. if greater Force should be thought necessary, there are two privateers in the Harbour of New London that may be had to assist them.

Permit me to request your Attention to this subject, and your answer by the return of this Express and to assure You I am with the greatest Respect & Esteem [&c.]

Jon^th^ Trumbull

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1. Letters to the Governor, 1776, vol. 8, R. I. Arch.

GOVERNOR JONATHAN TRUMBULL TO THE MASSACHUSETTS GENERAL COURT[1]

Gentlemen — Lebanon Septr 9th 1776 —

The vast Importance of preventing the Ministerial Army takeing the Benefit of the Stock on Long Island & Availing themselves of the Advantage of that Post, Assisting such of the Inhabitants to remove with their Effects who are disposed for it, and prevent their Total Seduction, I Apprehend are Matters of more Consequence to the Common cause than we can easily Imagine, to dislodge that Army from Long Island and Destroy the two Ships & Tenders in the Sound which at present prevent Supplies that way by Water to Our Army, might at one blow in a great Measure Relieve Our Bleeding Country from its Impending Danger —

How far it wou'd be Practicable or what Measures are proper to take at this Alarming Crisis is Matter of Serious Concern with Us — Its Supposed here that in Case an Attempt Shou'd be made to Collect a Force at the East end of Long Island to Remove Stock &c That a Number of Whale Boats wou'd be Absolutely Necessary to Troops Stores Supplies &c as they might Avoid all the Vessels of Force the Enemy cou'd send to Obstruct us — I am Informed that a large Number of Whale Boats that belong to the Continent are at and near Boston and might be used for that Important purpose we have but very few with us. I am Also Informed that a Regt is Ordered from you to Providence to replace the Continental Battallion removed from the State of Rhode Island, & Whether your Regiment cou'd not come in the Whale Boats to Providence Carrying them A Cross the Land at Buzzards Bay, is I apprehend Worthy of your Consideration, and to be executed without Delay We are Equipping what Naval Force we have with all Possible Expedition, we are Exerting Ourselves & desirous to Unite Our Whole Strength with the Other States in Our Common Cause — I dont doubt of your Utmost Attention and Most Vigorous Exertions therein. Must Intreat your Answer to this & such other Measures as you Judge may be Beneficial —

I have Communicated to Governor Cooke on the Subject I am with great Truth and Esteem Gentlemen [&c.]

Jon^{a} Trumbull

A true Copy —[2]
Attest —

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1. Letters to the Governor, 1776, vol. 8, R. I. Arch.
2. This copy was enclosed in Trumbull's letter of the same date to Cooke.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY[1]

At a Meeting of the Governor and Council [Lebanon] September 9th, 1776.

Voted to give, and accordingly gave, orders to Capt. Zebadiah Smith, master of the prize schooner *Elizabeth and Hannah,* (now at Newport) lately taken and sent in by the armed schooner *Spy,* to embrace the first fair wind and weather when the coast is clear of the enemy, and proceed with said prize to N. London and up to Norwich, and take the necessary steps to procure a legal condemnation to be pass'd thereon as soon as may be.

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1. Hoadly, ed., *Connecticut Records,* XV, 517.

NATHANIEL SHAW, JR. TO GOVERNOR JONATHAN TRUMBULL[1]

Sir New London Sepr 9th 1776

Inclos'd is two letters wich came by Express from Saybrook, this moment — And the person who brot them says he must wait for an Answer —

Should be Glad you would give sum orders for the People Tradesmen &c we want to Assist in fitting the Arm'd Vessels, not to be Oblig'd to March with the Meletia, or we Cannot Procede — as to officers that are to be Imploy'd in the Navy its very Nessesary that they be hear, & In Case you have not already Appointed any, if its Agreable, I will Choose such & Recomend to your Honour as I think will Answer our Purpose — I am Sir [&c.]

Nath^l Shaw Junr

P.S. I Recd yrs of Yesterdays date & have Sent of[f] a Vessell to New Haven for the Stores NS

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1. Conn. Arch., 1st Series, IX, 308, ConnSL.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES[1]

[Extract] Isle-aux-Mott September 9th 1776

. . . The Master of the *Royal Savage* is Ill with the Fever and Ague; I shall observe your Directions very particularly, I hope soon tohave the Pleasure of seeing General [David] Waterbury and the three Gallies. I think the Station we are in the Best in the Lake to stop the Enemy; there is not a good Harbour, except where the Lake is Wide until you come to Button-Mould Bay, thirteen Miles this side Crown-Point here I think we are very safe from Gales of Wind: the Anchorage good and several small Harbours in the Vicinity where the Gondolas will Ride safe from any Wind, that Blows, I have sent you Robert Aitkins an experienced Pilot, to bring down the Gallies and have given him particular Directions. —

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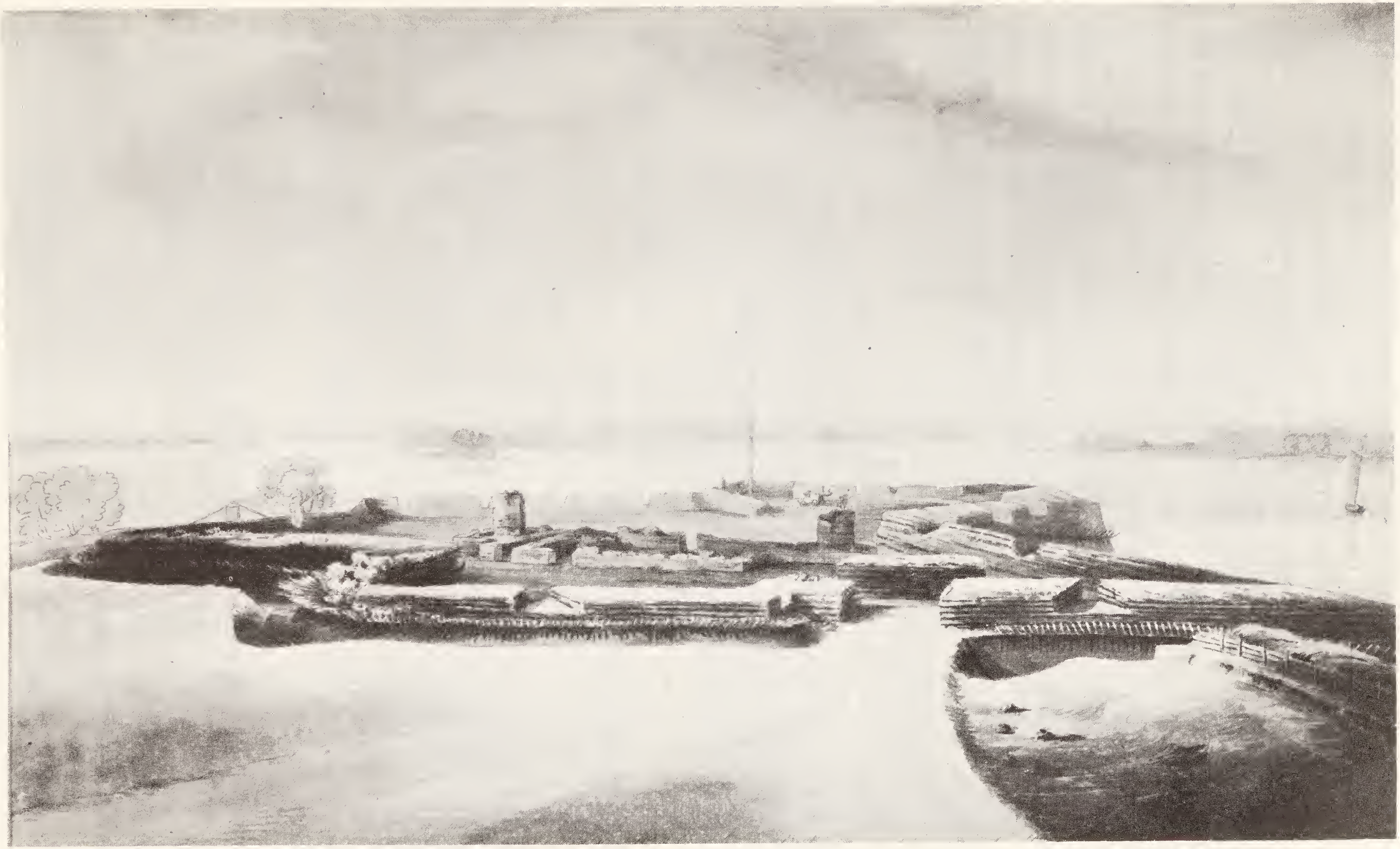
1. Gates Papers, Box 4, NYHS.

ABRAHAM YATES, JR. TO THE NEW YORK DELEGATES IN THE CONTINENTAL CONGRESS[1]

In Committee of Safety for the State of New York
Fishkill Septr. 9th 1776

Gentlemen. Sensible of the great Importance of the Posts in the highlands, We have lately directed an enquiry into their Situation which will appear from the inclosed Return to be far from such as we could wish. –

The Necessity General Washington has of all the Troops that compose his Army at New York, prevented his sparing to those Fortresses sufficient



Hell Gate, New York, Showing American Fortifications.

Garrisons or the necessary Stores – What may be the fate of the Country below the highlands is as yet uncertain and may possibly depend on the event of a single Battle – should these Posts be properly secured we cannot but hope that the greater part of this State might nevertheless be retained; and the Communication between the Northern and Southern States be by that Means kept up – For which Reason we wish you to call the Attention of the Congress to an Object of whose Importance they have already been sensible and to ask a proper supply of Stores. We have already afforded them all in our Power to supply – Fire Ships would be of great use, yet for want of Materials we are unable to proceed in preparing them. Seamen cannot be procured here to man our armed Vessels without the greatest Delay unless drafted from the Army – perhaps they may be got at Philadelphia. –

By the inclosed Resolves you will find that we have endeavoured to reinforce the Garrisons in the highlands – As these Men are all taken from the Plough, we are very anxious to have them relieved as soon as the Circumstances of the Continent will admit. –

We have borrowed of the State of Connecticut twenty Pieces of Cannon, ten Twelve and ten Six Pounders for the Forts – We wish they were heavier, but we fear this Deficiency cannot be supplyed, and therefore must endeavour to do without them – You will find by the enclosed Resolves that we have taken Measures to encrease the Number of our field Artillery. You will be mindful to transmit us every public Resolve of Congress, and at least one of the *Pensilvania Gazattee*'s every Week – We remain Gentlemen [&c.]

By Order Ab^{m} Yates Junr President

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1. Papers CC (New York State Papers), 67, I, 268–69, NA.

Diary of Frederick Mackenzie [1]

[Long Island] 9th Sept Two Ships of War are expected up the East River, as soon as the Wind and tide serves for their paſsing the town. Many of the flat boats have come up the River during the late nights, and are aſsembled in Hallet's Cove near Hellgate. More are expected up this night, and the whole will be collected there.

Everything indicates that we shall soon attempt something decisive against the Rebels, but considering the nature of the Shore at Hellgate, and rapidity of the tides and variety of Eddies there, I do not suppose the landing will be made in that place. It appears probable that the erecting batteries against the Enemy's works at Hellgate, and making so much demonstration there, is intended to draw their attention from some other point, for owing to the situation and construction of their principal work, it is extremely difficult to destroy it effectually.

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1. *Mackenzie's Diary*, I, 41–42.

E. BALDWIN TO SOLOMON PORTER, DANBURY[1]

[Extract] Camp below Turtle Bay Sept 9. 1776

Matters continue very still, that I have little to write — We are in hourly expectation of the Enemies Landing on this Island — But they continue still as yet — Except that they have Erected a Battery opposite ours at Hell gate from whence there was yesterday a very brisk Cannonading & Bombardment upon our Fort — & from our fort upon them — I hear they killed one of our Men, wounded Another & have done some Damage to the fort — last Night they were still on both sides — but this morning we hear the Cannon playing very briskly again. The Ship (probably the *Rose* Capt Wallace) still lies in the East River close by the long Island Shore; at such a Distance, that tis not easy to damage her much. . . .

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[1] Trumbull and other Assorted Papers, YUL.

GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL[1]

[Extract] Head-Qrs New York, Sept 9th, 1776

I highly approve of your plan and proposition for raising such a naval force as will be sufficient to clear the Sound of the enemy's Ships of War – If Admiral Hopkins will Join you, I should suppose It not only practicable, but a matter of certainty, & If it can be effected, many valuable & salutary consequences must result from It – As to drafting Seamen from the Continental regiments It cannot be done as their Numbers have been reduced so low already by taking men from them for the Galleys, Boats, & other purposes that some of them have hardly any thing left but the Name, besides I must depend chiefly upon them for a successful opposition to the Enemy – If It can be done out of the Militia I shall not have the least objection & heartily wish the Enterprise, when ever attempted may be attended with all possible success – secrecy & despatch will be most likely to give It a happy issue – The enemy's Ships can receive no reinforcements but such as go round Long Isld – Our Works at Hell Gate preventing their sending Ships that way – they are sensible of their Importance & yesterday opened Two, Three Gun Batteries to effect their destruction, but as yet have not materially damaged them & they must be maintained If possible.

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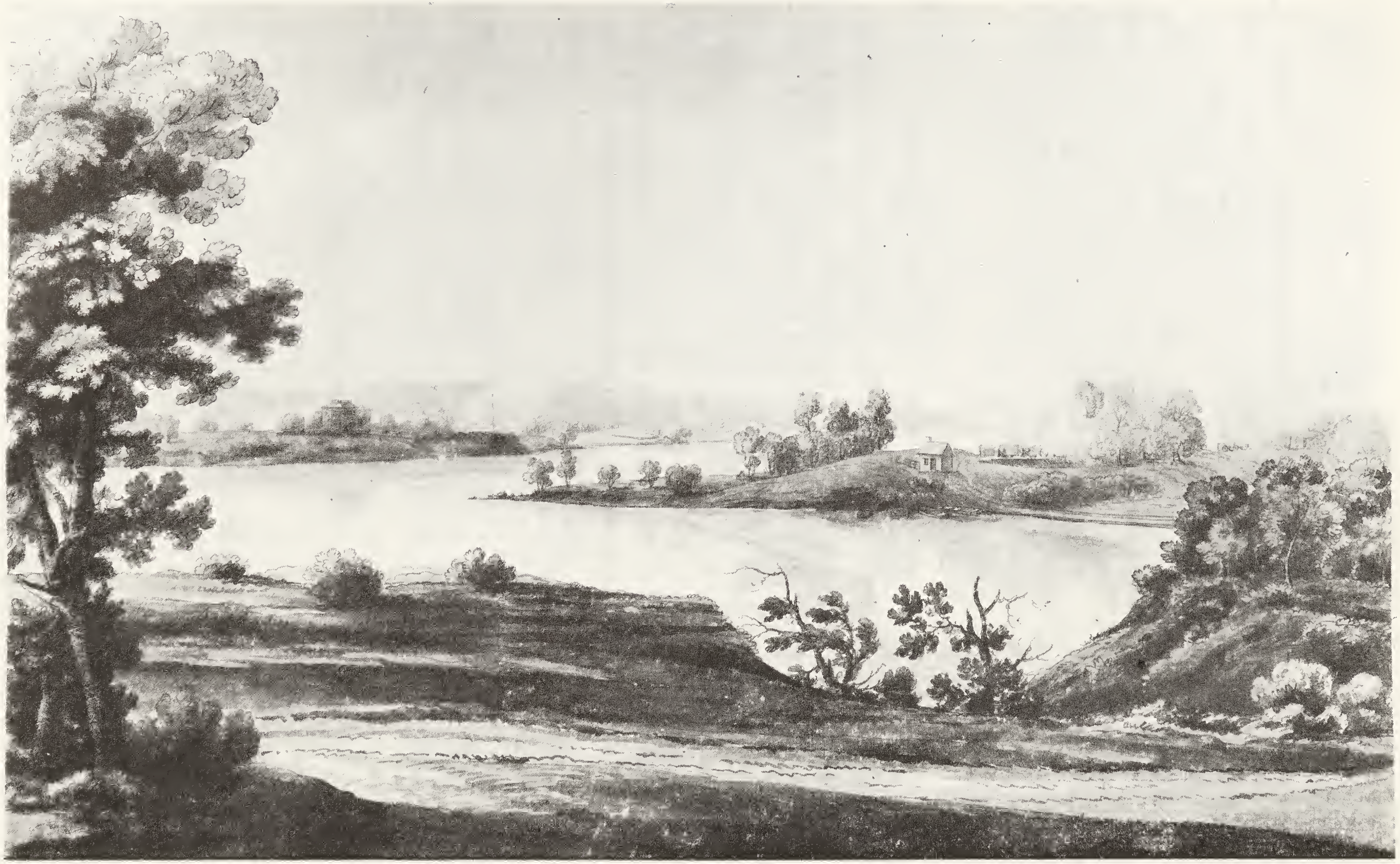
[1] Washington Papers, LC.

New-York Gazette, MONDAY, SEPTEMBER 9, 1776

New-York, Sept. 9.

Since the Retreat of our Army from Long-Island, the Enemy have extended themselves a considerable Length on the Shore bordering the Sound, and on Tuesday a large Number of them landed on Blackwell's-Island, about three Miles from the City, but the Shot from our Batteries soon made them recross the River. On Wednesday a Ship from the Fleet, (supposed to be a



British Hell Gate Battery Opening Fire, September 8, 1776.

Frigate) passed between Governor's Island and Red-Hook, and that Night got up the Sound abreast of the Island the Enemy had been drove from; when, under cover of her Guns, they the next Day again came over to it in large Bodies – This brought on a brisk Cannonade for near two Hours, in which the Ship sustained so great Damage in her Hull, &c. as obliged her to move close in with the Long-Island Shore, for Shelter from our Shot and Bombs. At the same Time of this attack, a firing also began from the Enemies Batteries on Long-Island opposite the City, which was returned with such Spirit, by our People in their Fortresses at and about the Ship-Yards, that they gave us little or no Annoyance since from that Quarter.

Several Men of War now lie within Gun Shot of our main Battery, and the greatest Part of the Fleet behind Governor's-Island tho' they have lately had very favourable Winds to come up to the City; which gives us Reason to think they mean not to attack it by Water till they know the Success of their forces in attempting to land on this Island.

Thursday a Barge was seen in the East-River, sounding the Channel where it is obstructed by scuttled Vessels, but soon made off, as it is supposed she observed our People at the main Fort, preparing to give her a suitable Salutation.

Wednesday a Flag came from the Fleet with a Return of those Officers that were made Prisoners in the late Attack on Long-Island; who we hear are treated with Civility by the British Officers.

Saturday night our Guard Boats for observing the Motions of the Fleet, fell in with those of the Enemy, when a smart Attack began and lasted for some Time, but the latter being reinforced with several Tenders obliged our's to return to their Station.

On Sunday Morning a Cannonade again commenced, supposed to be from our People opposing some new manoevres of the Enemy up the Sound.

Journal of the Continental Congress[1]

[Philadelphia] Monday, September 9, 1776

Resolved, That a committee of five be appointed to hear the parties on the appeal against the verdict and sentence of condemnation passed against the schooner *Thistle* and her cargo.

The members chosen, Mr. [Richard] Stockton, Mr. [Samuel] Huntington, Mr. [Robert Treat] Paine, Mr. [James] Wilson, and Mr. [Thomas] Stone.

Resolved, That in all continental commissions, and other instruments, where, heretofore, the words "United Colonies" have been used, the stile be altered, for the future, to the "United States."

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[1] Ford, ed., *JCC,* V, 747.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,
[Philadelphia] September 9th, 1776.

Mr. Nesbitt was directed . . . to pay Doct'r James Dunlap £16 13 6, for Medicines, &ca., for the use of the Fleet.

An order was given for Rob't Jewell, Esq'r, was authorized & Required to receive the Bodies of Messrs. James Forrest, Thomas Byrn & Shanks into his Custody, they being Prisoners of War, Taken by Capt. Isaiah Robinson of the Armed Sloop *Sachem*[2]

Mr. Nesbitt was directed to pay Sam'l Davison, late Commodore of the Fleet, his wages to this day.

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1. *Pennsylvania Colonial Records,* X, 713, 714.
2. Josiah Bartlett to John Langdon, September 9:

> Yesterday was sent in here by the *Sachem* continental vessel, a brig [*Three Friends*] bound from Antigua to the British Army; She mounted six guns and fought obstinately. killed 3 men on board the *Sachem* – her loading said to be rum and sugar.

William Whipple Papers, Force Transcripts, I, 217, LC.

LIBEL OF CAPTAIN JOHN BARRY AGAINST EIGHT NEGRO SLAVES[1]

Port of Philadelphia, Pennsylvania, ss. } To all whom it may concern.

Notice is hereby given, that a Court of Admiralty will be held at the State House in the city of Philadelphia, on Thursday, the twenty-sixth day of September inst. at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bill of John Barry, commander of the brigantine of war called the *Lexington,* (who as well, &c.) against Thomas Saunders, John Lucy, John Pomp, Samuel Sawood, Jack Masson, Charles Mills, Chance and Jeffery, *Negro Slaves* lately taken on board the prize sloop or vessel called the *Lady Susan,* William Goodrich, master; to the end and intent that the owner or owners of the said slaves, or of any or either of them, may appear and shew cause, if any they have, why the same should not be condemned, according to the prayer of the said bill. Sept, 9, 1776

By order of the Judge,
Andrew Robeson, Register.

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1. *Pennsylvania Packet,* September 10, 1776.

MINUTES OF THE BALTIMORE COMMITTEE[1]

At a Meeting of the Committee 9 Septemr 1776 –

Job Green having appeared before the Committee and desired a Passport to pass the Fort for the Schooner *Two Brothers* now loaded with Bread & Flour intended for the West Indies, and the Committee being informed, that the said Schooner was the same Vessell, which belonged to Mr James Clarke, and was then called the *Sea Flower,* demanded of Mr Green, whether he would make Oath, that the said Vessell was his own Property, before the Time Mr Clarke was published as an Enemy to his Country, he answered, that he would not, the Committee therefore, Unan[imousl]y rejected a Clearance for said Vessell to pass the Fort, the more especially as Mr Green has refused to associate & has paid a Fine of £ 10 – –

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[1] Baltimore Committee, LC.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Monday September 9th 1776

It appearing by an authentic Letter, received from a Gentleman of Credit in the Island of Bermudas that the Schooner *Polly* John Middleton Master, cleared out from the port of James river, for the Island of Hispaniola, hath landed and Disposed of her Cargo in the said Island of Bermudas, contrary to the Resolutions of the General Congress; and in breach of the Condition of the Bond given for clearing out the said vessel Resolved that the attorney General be desired to commence a Suit in Behalf of this Commonwealth on the said Bond; and to procure the Depositions of the Master and Mate of the Sloop *Good Intent,* lately arrived from Bermudas, and who are about to leave the Country, to be taken as evidence in the said suit.

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[1] McIlwaine, ed., *Journals of the Virginia Council,* I, 150, 151.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Monday 9th September 1776. –

Ordered that a Warrant Issue to George Goosley for Forty eight pounds thirteen shillings and three pence for Rum furnished Capt Travis for the use of the *Manley* Galley. – Also for seventeen pounds one shilling and six pence for Swivel Guns, Shott he furnished Capt Thomas Lilly for use of the Brig *Liberty* as p Accts this day settled –

Ordered that a Warrant Issue to John Brett for Twenty five pounds for a Boat Built for the use of the *Manley* Galley. –

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[1] Navy Board Journal, 54, 55, VSL.

GOVERNOR PATRICK TONYN TO LORD GEORGE GERMAIN[1]

No 25.

My Lord; On the 7. by express from the Commanding Officer on St John River the Rebels have appeared on the opposite side of some force, our Planters are greatly alarmed, but I hope the Indians I have sent along the West side of that River will soon compell them to move out of this Province.

The Sloop Captain Mowbray which I was obliged to take through necessity into His Majesty's Service will be of the greatest use in that River, I have also employed a scout Boat with swivels, and have directed that as many as are necessary to perform the service of scouts on the River be employed.

Give me leave to inform your Lordship, the expence of these services not only distress me, but shock me, the expence of employing Rangers is terrible, repairing and puting in order the Fort comes high, I hardly know which way to turn.

I have desired the Commanding Officer to apply to the General to discharge the expences of repairing the Lines by the Kings Troops, and for their allowance of Rum when on that duty, these charges will amount to a considerable Sum, but they are nevertheless absolutely necessary in our present situation

I have done every thing with the greatest frugality and Oeconomy, yet in these times I am startled at the expence.

It is confidently reported that a rebel General of note, with a considerable body of troops arrived at Savannah about a month ago.

The distresses of our frontier Inhabitants are great, they affect me very deeply, I endeavour to lessen them, as much as I can, but, it is not possible in our Situation to remove them.

That your Lordship may know the state of His Majestys Troops, I have the honour to enclose a return.

We are now actually threatened with an invasion. By all accounts from His Majesty's loyal Subjects preparations are making in Carolina and Georgia to besiege this Garrison. Part are to come by the inland water passage, with the Row Gallies, the Men the rebel General [Charles] Lee brought from the North, joined to what can be raised in those two Provinces. Lee has been as far South as Sunbury. I am informed the rebel Generals [John] Armstrong and How [Robert Howe] are to conduct this expedition. Lee I believe is either gone to the North, or is going there. We hear great boastings from Georgia, of what great things they are to do. If they come they may possibly ruin our Plantations. In former letters I have acquainted your Lordship of my suspicions of a part of the Inhabitants of this Province. But, my Lord, If the Plans I have set on foot, to bring the Indians to our assistance take place on this occasion, of which I have not the least doubt, your Lordship, I flatter myself will hear in the end a good account from me, of this vaunted expedition.

I have had the honour to convey to Lord Howe, and the General, an account of these matters. I have the honour to be with the greatest respect, My Lord, Your Lordships [&c.]

Pat. Tonyn

St Augustine 9 Septemr 76
[Endorsed] St Augustine, 9th Sepr 1776. Governor Tonyn (No 25)
R/ 19th Decemr (1 Inclosure)

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1. PRO, Colonial Office, 5/556, 795–98.

10 Sept.

Journal of H.M.S. *Liverpool,* Captain Henry Bellew[1]

Septr 1776 Cape Ann No 43 W 27 Lgs

Monday 9 at 5 AM saw 2 sail Et wd gave Chace, 9 mann'd and Arm'd the Pinnes and sent her after a Sloop. ½ past sent the Cutter onbd a Sloop from Nantucket fishing, still in Chace –
Light airs and fair, at 7 [P. M.] shortned sail, and brot too. Retd the Pinnes with a sloop from the Wt Indies, bound to Rhode Isld with Rum and Sughar, took possession of her, hoisted in the boats and made Sail

Tuesday 10 at 6 AM gave chace to a Sloop Wt wd at 11, the Sloop run on shore sent the Boat after Do Prize in Co
First and Midle parts, Modr and Cloudy, latter modr and clear, returned the Boat, not being able to burn the chace, being fird upon by a party of Rebels, at 5 PM bent a New F Topsl

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[1] PRO, Admiralty 51/548.

Journal of the Massachusetts Sloop *Tyrannicide,* Captain John Fisk[1]

Remks on Tuesday 10th of Septr 1776

12 [M.] Saw Cape Cod barring west 8 Leagues Distance
Lattd in 42°.9′

Hasey weather moderate breaze of wind from the southward at 3 P M. saw a Ship and sloop barring west we hald our wind to the SW the ship and Sloop gave us Chaise at 5 the ship gave over Chaise she out saild the sloop so fast we allmost lost sight of her at 6 the ship spake with the sloop the ship barring N E B N and the pitch of the Cape N W B N 3 Leagues Distance rainy weather we find Mackrell plenty Saw a sloop on shore about nawset [Nauset] harbour at 8 bore away round the Cape small airs of wind from SE

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[1] John Fisk Journal, AAS.

Journal of the Massachusetts Council[1]

[Watertown] Tuesday Septr 10th 1776

On Motion Ordered That Mark Clark be Commissiond as Master on Board the Armed Brig Called the *Massachusetts,* Daniel Souther Commander belonging to this State –

Bonds being given by Nathl Leach & John Guest & James Mugford a Commission was Issued out to the said Nathl Leach[2] as Commander of the Sloop Called the *Polly* & Instructions were Accordingly deliverd him –

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[1] Mass. Arch., vol. 19, 223, 224.

[2] *Ibid.,* vol. 165, 227, the name is spelled Leech in petition for commission.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE[1]

Gentlemen Providence Septembr 10th. 1776.

Inclosed you have Copies of Captn Hacker & Mr Shaws Letters, by which you will know Circumstance of the Brig and the Schooner which Mr Shaw was to purchase – The *Alfred* is this day going to Newport there to be hove down, as upon examining find her Bottom so foul that she will not do well to Cruise untill Clean'd – The *Andrew Doria* has sent in here two Brigs, One from Dunmore with Salt, Tobacco, Rice and Flour, One Phaeton and Chaise bound to Antigua → the other with fifty hogsheads Rum from Barbados to the Land –[2] Captn Biddle had also taken a Ship with 15,000 bushs Wheat which Lieutt [John] McDougall thinks was bound to the Westward

There has also arrived in this port this week a large Ship loaded with Sugar from Grenada, and Brig with Rum from Antigua taken by the Sloop *Independance* of this place –[3]

The People onboard Captn Biddles Prizes informs, that they left the *Columbus* in Lattd 36 – and when they parted a Sixty Gun Ship was in Chace of her

The whole attention of Merchants and Seamen at present seems to be on Privateering through the whole New England Colonies, any Small Carriage Guns will now Sell at the extraordinary Price of 400 Dollars pr Ton –

I believe if you was to give the same Prize Money which is one half as they do, it would be a great deal easier to Mann the Continental Vessels I am with great Regard [&c.]

E.H.

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[1] Hopkins Letter Book, RIHS.

[2] The vessel from Dunmore's fleet was the brigantine *Elizabeth;* the one from Barbados, the brigantine *Lawrence.*

[3] The prizes were the ship *Aurora* and brig *Fanny.*

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY[1]

[Lebanon] September 10th, 1776.

This Board do appoint Doctor Thomas Gray to be Surgeon's Mate and Physician of the ship *Oliver Cromwell,* and his Honor the Governor is directed to give him a warrant accordingly.

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[1] Hoadly, ed., *Connecticut Records,* XV, 519.

JOURNAL OF H.M.S. *Niger,* CAPTAIN GEORGE TALBOT[1]

Septr: 1776	Moor'd off Whitestone
Sunday 8	Mode Breezes & Fair Wr P M sent an Officer & 20 Men to the Et wd in a Sloop with the *Halifax*
Monday 9	First part Do Wr Remr Do & Cloudy

Tuesday 10 Mode & Cloudy at 10 P M the Officer & People Return'd from the Et wd wth a Prize Sloop from Curasoa bound to New York Laden with Bale Goods[2]

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1. PRO, Admiralty 51/637.
2. *Ibid.*, on September 13 the captors "sent the Prize sloop to Flushing & put the Cargo under the Care of Messrs Frumiture & Eustace."

Master's Log of H.M. Brig *Halifax*[1]

Sept. 1776 Remks at Anchr off New Citty Island

Sunday 8th AM Heard the Report of a Heavey Cannonade, supposd at Hell Gates

The 1st part fresh Breezes and Fair Middl Do and Hazey PM the *Niger*s Tender Came Down, and Brt fresh Beef for the Use of the Briggs Company, and a Party of High Landers sent the Boats Mannd and Armd on the long Isld shore in search of Vessels and Boats at 10 the Yaul returnd with a small sloop from long Island

Monday 9 A M at 5 Saw a Sloop off Janseys point. Sent the *Niger*s Tender in Chace, weighd and Gave Chace. fird a 4 pr Shotted and Brt to[o] the Sloop Came too of[f] the So part of Hart Isld in 18 fm of water found the sloop to be the *Sally* from Coraso Laden wt salt Bale Goods. bound to New York – took Charge of her as prize Sent the *Niger*s Tender wt the Yaul in to Cow bay in Search of Vessels for Governments Use Weighd and Turnd to wards Cow bay

Remks at Anchor in Cow bay Long Island Sound

P M at 4 Came too in Cow Bay wt the Sml Br in 3 Fathoms Veerd to ⅓ of a Cable, Tend[er] and Prize in Company. At 10 the Boats returnd and brought one Sloop and some Small Boats with her

Tuesday 10th AM sent the Tender and Boats with a Party as before at 10 the Tender and Boats returnd with two Empty Sloops and Several Small Boats with them Empd Occasionally Light Breezes and Fair Weather PM Weighd and Came to sail with the Prize five Sloops and several boats in Company at 9 Came too of[f] Frogs point and sent the *Niger*s Tender with the Boats and Vessels and Prize up to the *Brune*. Rowd Guard during the Night

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1. PRO, Admiralty 52/1775.

Joseph Williams to William Coit, Norwich Merchant[1]

[Extract] Camp Nigh Kingsbridge Sept 10th 1776

. . . I Expected to have got the boards down the North river, but the day before yesterday 3 Ships ran the gantlet by all our forts, & have Stopd

Our People from getting Any Lumber down for barracks, though they got a good deal down before, tis Supposed that is what they went up for — the Ships were much damaged from our forts, they took one of the york gallies, but the men got on Shore, & tis reported they took Another after they got up the river —

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1. Trumbull Papers, YUL.

LIEUTENANT COLONEL ROBERT HANSON HARRISON TO JOSHUA WENTWORTH [1]

Sir New York Septr 10. 1776

I am directed by his Excellency to acknowledge his receipt of yr Letter of the 26th Ulto advising of the Capture made of the Ship *Nelly Frigate,* & of the acquittal of the Brig *Elizabeth* on a Trial had the 22d. also of your appealing to Congress from that decision. –

Removed at such a distance as his Excellency is, and Involved in a multiplicity of Important business, It is impossible for him to give directions about or to pay attention to the Continental Armed Vessels at the Eastward — Therefore, at the same time that he doubts not but your conduct is right respecting this Appeal, he apprehends you should correspond with the Marine Committee appointed by Congress in all matters that may occur in your department, presuming that they were appointed & intended for that purpose. — His Excellency can only repeat that he has already said, that the Laws prescribed by Congress, are the only Rules by which you can conduct yourself — It is not his wish nor in his powere to give any orders or advice authorizing a deviation from them — If in any instances hardships of a peculiar nature cast up — Congress & Congress alone have it in their power to relieve, on proper representation being made.

The Estate of Colo. Lee, late of Marblehead, having lent the Continent some Guns to fit out their Armed Vessels, which are now wanted & applied for you will deliver Nathanl Tracy Esqr Eight that are at Portsmouth which were taken in some of the prizes — Mr Tracy has a claim to Ten, which his Excellency would have replaced, If we have so many — The reason of mentioning Eight, is, that he has no Account of your having more. I am &c

R H H

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1. Washington Papers, LC.

DIARY OF DR. THOMAS MOFFAT[1]

[On board H. M. Sloop *Swan* at Sandy Hook]

Tuesday Septr 10th Thermometer 66. Captn Bursel in an armd Ship from cork last from Halifax in 18 days passd up to the fleet with a prize ship from Virginia 16000 bushels of wheat and Indian corn aboard and six Victuallers from Ireland also a Schooner with passengers from Halifax. at noon also passd up the *Merlin* Sloop of war with two prize

Sloops laden one Homward and the other outward bound to and from the west Indies.

1. Thomas Moffat's Diary, LC.

BENJAMIN FRANKLIN TO WILLIAM TEMPLE FRANKLIN[1]

Dear Grandson, Brunswick Sept. 10, 1776

It is possible that a Line from Lord Howe may be left for me at your good Mother's, as I have appointed to be there to morrow Morning, in order to meet a Notice from his Lordship relating to the Time & Place of a proposed Interview. If it should come there to night, or very early in the Morning I could wish you would set out with it on horseback so as to meet us on the Road not far from hence, thus if N York should be the Place, we may not go so far out of our way as Amboy would be. Besides I should be glad to see you. My Love to your Mother Mr [John] Adams & Mr [Edward] Rutledge are with me. If Amboy or the House opposite to it on Staten Island is to be the Place of Meeting, we shall want private Lodgings there. I am as ever, Your affectionate Grandfather

B Franklin

If no Letter is come to your House enquire at Headquarters if any for me is come there; but do not mention from whom, or the Occasion.

1. Mason-Franklin Collection, YUL.

DANIEL JOY TO ROBERT TREAT PAINE[1]

Sr/ Reading-Furnace Sept the 10th 1776.

The purport of this is to acquaint you that I have been at Col: Grubb's Furnace where I proved Two of their 12 lbrs with 8 lb of powder & two Shot, boath Stood, Mr Bustead had proved one of them with 12 lb of Powder & one Shot before my arivel. last Saturday I left their when they had 27 twelve pounders cast, the Majore part of which looks Extreemly well & cast very Smooth aqualety pecular to that Metel, — An accident happened that they Brock the Gudgin of their water wheel or else they would had Several others ready, before I left it they cast a new gudgin So they will soon be able to get [a] boreing again & I endevored to prevail on the Cleark to get one made at some Forge which he promissed me he would, for I have but a poor oppinion of cast Iron for such kinde of work. They have excessive hard work in boreing out their coers. I have told him Bustead of Mateirals to make them with So as they can be got out with the greatest ease which I make no doubt but he will try.

They go on with the greatest Spirit & I make no doubt but will soon accomplice their contract, the greatest fault in their cannon is they are very large being 17⅜ Inches at the Touchole & 11¾ Inches at the Muzle & I soppose will weigh about 30 C, — They requested me to apply to you for a resolve of congress for Liberty to employ a number of the prisoners of war (not exceeding twelve[)], which if you should obtain please Send it via Lancaster to be forwarded by Mathias Slough or Wm Henry to cornwall Furnace, working people are very scarce at present about the Furnaces's –

I remain with much Esteem [&c.]

Daniel Joy

P S when I was in Philada last I saw some Double-headed Shot in the State-house yard the Barr's of which were large enough to over load any gun, they being 2½ or 3 Inches Square, And as Messrs Rutter & Potts have an Order to make Some for Congress I have herewith Sent you the Size of the Barr's &c: as I calculated them for Sd R: & Potts – you'll see they are in a just Ratio with the Shot. that is they are 2½ Diametir: of the Shot long in the clear & ⅕ of a Diameter Squar – The greatest length that ever was alowd was 3 Diameters – I am &ca

D: Joy

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1. Robert Treat Paine Papers, MassHS.

BILL OF JOHN SLEMAKER, PILOT OF THE MARYLAND SHIP *Defence* [1]

Ship *Defence*	To John Slemaker	Dr
1776		
March 8th	To Piloteing To North Point and up	£ 4..0..0
	ditto To Annapolis and up	7..0..0
April 30th	To Wicomoco and up	16..0..–
May 18th	To ditto	16..0..0
June 6th	To Boat hire and Expences Taking up the 4 Deserters	5..9.11
27th	To Piloteing To Potomack & up	14..–..–
July 4	To ditto to Wicomoco	16..0..–
23	To Potomack	14..0..–
August 1st	To Annapolis	7..0..–
9th	To the Cape	24.15..–
Septr 10th	To Annapolis	3.10..–
		£ 127.14.11

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1. Revolutionary Papers, Box 1, Accounts, 1776, Md. Arch. The movements of the *Defence* in Chesapeake Bay can be traced through this account, the origin of each cruise being Baltimore.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Tuesday 10th September 1776.

Ordered that a Warrant Issue to Capt Gabriel Jones for Four hundred and forty four pounds one shilling and three pence for the pay of his Company of Marines to the twenty ninth day of August last as P Pay-roll this day settled –

George Brett personally appeared before the Board and Agreed for the Sum of six pounds P Ton to Build a Row Galley on Mattapony River of the following Dimensions, Vizt, Eighty one feet Keel Twenty one feet Beam seven and a half feet Hold, Square Stern'd with a Quarter Deck thirty feet long three feet Waist with Quick Work as high as the Sills of the Ports, Ten Gunn Ports. The Plank (except for the Decks) and all the Timbers to be of good sound white Oak of Proper sizes and the Plank for the Decks to be of good two Inches thick Yellow Pine, the whole to be finished in a Workman like manner with as many Ports as can conveniently be Rowed in also Oars, Masts, Yards and all necessary spars fitted to a Cleet and to be delivered by the first day of April next –

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1. Navy Board Journal, 55–56, VSL.

VIRGINIA NAVY BOARD TO MR. BENJAMIN BAKER, NANSEMOND [1]

Sir, Williamsburg Sepr 10th 1776

We are inform'd by Captain [John] Calvert that you have not as yet complied with [yo]ur Contract for furnishing the Men employ'd on the Gallies building at So Quay with Provisions, and that you seem rather to be dispos'd to retard than expedite their work, We are greatly surpris'd that you shou'd endeavour, by any means to obstruct the public service and find it our duty to call upon you for an immediate compliance with your Contract and at the same time to warn you against throwing any difficulties in the way of our Workmen or People employ'd there, as you may hereafter answer it at your Peril I am for the Naval Board Your Hble Servant –

Tho^s Whiting 1st Commr –

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1. Navy Board Letter Book, VSL.

JOURNAL OF H.M. SLOOP *Otter*, CAPTAIN MATTHEW SQUIRE [1]

September [1776] The S end of St Johns River SW½W 3 Leagues

Tuesday 10 At 9 A M anchored with the B Bower in St Augustine Road in 10 fam Found lying here the *Duke of Cumberland* Packet. Fired a Gun & made the signal for a Pilot. At Noon one came onboard, who informs us that the Sloop *Fincastle* our Tender was in the Harbour, with a Prize Schooner she had taken with Corn & Tobacco

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1. PRO, Admiralty 51/663.

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11 Sept.

JOURNAL OF H.M.S. *Lizard*, CAPTAIN THOMAS MACKENZIE [1]

Septemr 1776 [Hillsborough Bay, Island of St. Johns]

Tuesday 10 Sent an officer wt 18 Men to bring Guns to defend Charlotte Town.

Wedy 11 Brought the remainder of the Guns from Fort Amherst

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1. PRO, Admiralty 51/550.

ISAAC SMITH TO JOHN ADAMS[1]

[Extract] Salem September the 11th 1776

As to trade there is but very little what there is. is chiefly in the West India way, but that is very much Obstructed by the *Milford* & *Liverpool* & *Viper* who seem to be stationd this way. and take more or less every week. we were in hopes the Continental ships would have been att sea before this, but dont see any prospect of there being likely to get to sea: A Month to come, the complaint is for want of Guns – There is here and the Towns round About a doz privateers Out, a small One took a briga from Ireland bound to Halifax with beef butter &c – for the Armey is in att the Eastward & expected up here Two Vessells from Antigua with Rum for Halifax was carrd into Plymouth last week. – One taken by this state briga[2] Capt [Simeon] Sampson – we have here Another briga[3] belonging to this state near sailing Capn [Daniel] Souther, but these Vessells are not sufficient to keep the Coast cleer. I am Affraid the Town of Boston will be greatly distrest for want of Wood this Winter, As there are many Coasters taken which discourages there coming up . . .

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[1] Adams Papers, MassHS.
[2] The *Independence.*
[3] The *Massachusetts.*

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT[1]

[Watertown] September 11th 1776.

Resolved, That Edward Pope Esqr the Colony Agent at Dartmouth, be, & hereby is empower'd, & directed to pay to the petitioner [Weymes Orrock] one hundred pounds out of the Colony's part of the Ship [*Harriot*], & Cargo of which the petr was late Master if so much there be belonging to this State, if not, whatever is the Colony's proportion of sd Capture.

Whereas the Ship named *Lord Dartmouth* lying in Danvers is libelled in the Maritime Court for the Middle district by Bartholomew Putnam, and Andrew Cabot, and Whereas this Court apprehend that as said Vessel was owned in Great Britain she properly belongs to this State.

Therefore Resolved, That the Hon: Richard Derby Jr Esqr be and he hereby is appointed agent in behalf of this State to put in, and defend their Claim to the said Ship, appurtunances & Boats, and whatever may be found in her, and in all respects to carry on said Claim to final Judgment, and if the same shall be adjudged to this State, that he take possession thereof 'till the further Order of this Court.

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[1] Mass. Arch., vol. 35, 224, 227.

PETITION OF A PASSENGER IN THE BRITISH PRIZE SHIP *Princess Royal* TO THE MASSACHUSETTS COUNCIL[1]

The Petition of William Williams an African –
Humbly Sheweth

That your Petitioner in a Ship bound from Jamaica, to London, commanded by Capt Archibald Duthie[2] was taken by the Letter of Marque Schooner *Sturdy Begger,* commanded by Capt Peter Lander, and after the Capture of the said Ship, he was taken out of her and put on board the said Schooner *Sturdy Begger,* and brought into Salem.

That your Petitioner, being in a Country where he is an entire stranger, and where from the manner of his bringing up, he is incapable of earning his living, is deprived of the necessary means of subsisting. Your Petitioner has for a number of years been much incident to the Rheumatism, even while in the West Indies and being now in so cold a Climate, he must expect that the same disorder will attack him with double violence upon the approach of Winter, unless he should be suffered to depart this Country

Your Petitioners humble Prayer therefore is th[at] he may be suffered to take passage for London, in a Ship bound thither lately purchased by Mr Ross and others at Boston

And your Petitioner as in duty bound shall ever pray

his
William X Williams
mark

[Endorsed] In Council [Watertown] Sept 11th 1776 Read & Ordered that the Prayer of the Petition be granted and the Said William Williams be permitted to depart from this State to any Part of Great Brittain in such Vessell as Willm Ross & Nathl Morgan (who lately obtained Liberty of this Board to depart) may purchase for that Purpose –

John Avery Dpy Secy

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[1] Mass. Arch., vol. 165, 228.

[2] Captain Duthie's vessel was the *Princess Royal* which was retaken by H. M. S. *Milford* and carried into Halifax, Vice Admiralty Register, vol. 5, N. S. Arch.

PETITION OF ETHAN COMPSTOCK AND JOSHUA WING TO THE MASSACHUSETTS GENERAL COURT[1]

The Petition of Ethan Compstock second Lieutt in the *diligent* Schooner of War Capt. John Lambert Commander & Joshua Wing Master of said Schooner humbly sheweth –

That your Petitioners have been in the Service of the State nearly six Months, have made several Cruizes but all of them unsuccessfull by which they have not been able to supply themselves with any of the necessaries of Life: & your Petitioners are now reduced to such a Situation (not having as yet received any Wages,) as obliges them to Petition your Honors for some Releif: –

And your Petitioners as in Duty bound will ever pray &c

Ethan Compstock Joshua Wing –

Boston Septr 11th 1776

1. Mass. Arch., vol. 181, 235.

Massachusetts Spy, Wednesday, September 11, 1776

[Worcester, September 11]

Captain James Tracy sailed from Newbury-Port the seventh of June in the *Yankey Hero,* for Boston, with twenty-six men only, including officers this number was not a quarter of his complement; he was provisioned for a six months cruize, and was to take in the remainder of his men at Boston; the afternoon he went out, going round Cape Ann he observed a sail in the offing, but in his situation did not think of looking after her. Two boats full manned with their muskets, who had put out after the sail, came on board, and informed him a number of transports had been close in with the Cape that day; fourteen men from the two boats joined him, and sent their boats on shore; he had now forty hands in the whole (only a third of his complement) with these he put away for the sail, which bore E. S. E. about five leagues distance, they perceived her to be a ship, and soon from her management to be a ship of war. As a contest with her must have been very unequal, Capt. Tracy, who intended to make a harbour that night, ordered the brig to be put about for the shore, not then suspecting the ship could come up with him; but he had not tacked ten minutes before the westerly wind died away, and the ship taking a fresh southerly breeze came fast in, endeavouring to cut the brig off from the shore. After some time, the ship thus getting in the wake of the brig, the wind again came fresh to the westward, upon which the brig hauled to the wind in the best angle for the shore, the ship gave chase and in an hour came up within half a mile, and began to fire her bow chasers, which the brig only answered with a swivel, Capt. Tracy reserving his whole fire, until the ship, keeping a constant fire, came up within Pistol shot upon his lee quarter when the brig gave her the best return they could make from their main and quarter deck guns, swivels and small arms, and after then kept up a constant fire. The ship was soon up along side, and with twelve nine pounders of a side, besides forecastle and quarterdeck guns, and with her marines overlooking the brig as high as her leading blocks, kept a continual fire; after some time the ship hauled her wind so close, which obliged the brig to do the same, that Capt. Tracy was unable to fight his lee guns; upon this he backed under her stern, but the ship, which sailed much faster, and worked as quick, had the advantage, and brought her broadside again upon him, which he could not evade; and in this manner they lay not a hundred feet from each other, yawing to and fro, for an hour and twenty minutes, and privateer's men valiantly maintaining their quarters against such a superior force. About this time, the ships foremast guns beginning to slack fire, Capt. Tracy stacked under her stern, and when clear of the smoke and fire, perceived his rigging to be most shockingly cut, yards flying about without braces, some of his principal sails shot to rags, and half of his men to appearance dying and wounded.

Mr. Main, his first Lieutenant, was among the first wounded, and Mr. Davis, one of the prize masters, fell in the last attack. In this situation they went to work to refit the rigging, and to carry the wounded below, the ship having then taken a broad sheer some way off, and none of her guns bearing; but before they could get their yards to rights, which they zealously tried for in hopes still to get clear of the ship, as they were now nearer in shore, or to part from her under the night, she again came up and renewed the attack, which obliged Capt. Tracy to have recourse to his guns again though he still kept some hands aloft to his rigging; but before the brig had again fired two broad-sides, Captain Tracy received a wound in his right thigh, and in a few minutes he could not stand; he laid himself over the arm chest and barricadoe, determined to keep up the fire, but in a short time, from pain and loss of blood, he was unable to command, growing faint, and they helped him below; as soon as he came to, he found his firing had ceased, and his people round him wounded, and not having a surgeon with them, in a most distressed situation, most of them groaning and some expiring.

Struck severely with such a spectacle, Capt. Tracy ordered his people to take him up in a chair upon the quarter deck, and resolved again to attack the ship, which was all this time keeping up her fire; but after getting into the air, he was again so faint that he was for sometime unable to speak, and finding no alternative, but they must be taken or sunk, for the sake of the brave men that remained, he ordered them to strike to the ship [*Milford,* of twenty-eight guns, John Burr, commander]. Thus was this action maintained upwards of two hours in a low single decked vessel, with not half the metal the ship had, against an English frigate, whose navy had been the dread of nations, and by a quarter the number of people in the one as the other, yet the victors exulted as though they had overcome a force as much superior as this was inferior to them. The brig had four men killed and thirteen wounded including officers the number in the *Milford* wounded is not known, though there were some. The deprivation of these brave officers and men is to be regretted by all friends to this country. With justice to Captain Bur of the *Milford,* it must be acknowledged he treated with humanity and politeness the officers and men that were wounded; but to the eternal disgrace of Britain, and the present King and Parliament, let it be recorded, that in this very action above related, upwards of thirty Americans (prisoners in the *Milford*) were forced, at the forfeit of their lives, to fight against their countrymen, and the officers and men of the *Yankey Hero,* that were not wounded, are now detained in several of their ships, and may meet with the same cruel fate, an exaction that even savages have not been known to require. It is to the credit of the *Hero*'s men, that not one would enter upon the ship's books, though not only urged by every persuasion but by threats.

Capt. James Tracy, and Mr. Main his first Lieutenant, we hear are likely to do well of their wounds, though they mend but slowly; they and the other wounded men are at Halifax, twelve of the *Hero*'s men were kept on board the *Milford*. Mr. Robert Tracy, his second Lieutenant, and the rest of the brig's company, are on board the *Renown*, Commodore [Francis] Banks.

LIBEL OF CAPTAIN JABEZ WHIPPLE AGAINST THE BRITISH BRIG *Fanny*[1]

State of Rhode Island & Providence Plantations ss	To the Honl John Foster Esq Judge of the Court of Justice erected for the Tryal of Prize Causes in and throughout the State of Rhode Island and Providence Plantations

Jabez Whipple of Providence in the County of Providence in said State Commander of the private Sloop of War called the *Independence*, of the port of said Providence duly commision[e]d to cruise against the Enemies of the united States of America for himself and for and in behalf of the Owners of and the officers and men belonging to said Sloop of War comes into this Honl Court and gives your Honor to understand and be informed that on the Twenty first Day of August AD 1776 being on a Cruise against the Enemies of the said united States upon the high Seas he together with his officers and men belonging to said Sloop took and captur[e]d the Brigantine *Fanny* with her appertenances commanded by Samuel Lightbourn together with her Cargoe consisting of Sugar, Whale Oil, Indico, Rum & Limes, bound from the Island of Antigua to the port of London in great Brittain, which said Brigantine her appertenances and Cargo at and before the Time of Capture aforsd belongd to and were the property of some of the Inhabitants of Great Brittain or some of the Inhabitants of the said Island of Antigua Subjects to the King of Great Brittain, and were carrying Supplies to great Brittain in support of the Fleets and armies which great Brittain has now acting against the said united States of America, And he farther informs your Honor that he has sent said Brigantine with her appertenances & Cargoe into the port of Providence within your Honors Jurisdiction for condemnation.

Wherefore he hereby prays that your Honor would take the premises into Consideration and grant out the proper process and Notifications required by Law in such Cases or otherwise proceed as to right and Justice doth appertain

John Cole proctr for J. Whipple

[Endorsed] Received Sept. 11. 1776 Trial ordered to be on 1st Octor 1776

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1. Admiralty Papers, vol. 9, R. I. Arch.

Jabez Bowen to Governor Nicholas Cooke[1]

Sir, Providence September 11th 1776

We the Subscribers all of Providence in the State of Rhode Island &c Merchants, request your Honor to grant a Commission or Letter of Marque and Reprisal to Thomas Child[2] Commander of the Brigantine *Industry* of which we are Owners, She is burthened about One Hundred and ten Tons carries Twelve Carriage Guns Six Pounders, and Twelve Swivel Guns, manned with One Hundred Men, and fitted with a suitable Quantity of Muskets Blunderbusses, Cutlasses, Pistols, Powder Ball, and other Military Stores. She hath on board Forty-five barrels Beef and Pork, Seven Thousand Pounds Weight of Bread, with some Flour, Rice, Beans, Pottatoes &c. David Arnold is First Lieutenant Draper Toman is Second Lieutenant and Joshua Bliven – Master. We are with great Respect Sir [&c.]

Jabez Bowen

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[1] Maritime Papers, Letters of Marque, Petitions and Instructions, 1776–1780, R. I. Arch.

[2] *Ibid.*, Thomas Child acknowledged his commission and instructions on the same date. In the Rhode Island Historical Society is a bill from Child for expenses incurred while outfitting the *Industry*. It is dated September 15, 1776, and reads:

To Reparing 3 Guns & 4 Pistols	£ 0–9–0
To 1 Coffee mill	0–12–0
To Spring lock	2..6
1 Call for the Boatswain	1–4–0
1 mortar for the Doctor	0–8..0
12 Glasis	0–3–0
2 Doz Belaying pins	0–5–0
fresh meat for the Brig	1–17–6
	£ 4–3–0
Cr Reced of Capt Earl	
1 Case Geneva	2-11-0
By Cash from Mr Jon Brown	1-10-0
	4–1–0

Errors Except p Tho^{s} Child.

Nathaniel Shaw, Jr. to Francis Lewis, Philadelphia[1]

New London Sepr 11 1776

Sir Yours 24th Ulto came to hand last Post, & I find that I can purchase Seed to put on board Capt Kenedy [Thomas Kennedy] in the Room of the Flower, consequently shall sell the flour which begins to take damage, Kendy says that he can take on board three hundred hhd. – A few days agoe Capt Alex Exceen in the Brig *Friendship* arrived here from the Southside of Longiland, being drove out by the Tories, having left most of his Cargo on Shore and is now waiting here for your orders he has Six or Seven hundred bus Salt on board – I think its best to discharge the Vessell & put the Cargo in Store – All the Melitia in this Coloney being order'd to N Y makes it very difficult to get any work done, but imagine by the next Week Kenedy will begin to Load I am Sir [&c.]

N Shaw Jun^{r}

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[1] Shaw Collection, Letter Book, YUL.

JOURNAL OF LIEUTENANT COLONEL STEPHEN KEMBLE[1]

[Long Island] Wednesday, Sept. 11th. Some firing the Night past, tho' mistake, the Highlanders and our Seamen in Flat Boats. Our 1st. and 2d. Light Infantry on Montresors Island, 1st Brigade on Bohannas. Are informed that three Commissioners, Vizt. Franklin, John Adams and Rutledge, from the General Congress, had this day arrived at Staten Island, to Treat with Lord and General Howe. His Lordship only met them, and their Interviews short, as the Deputies from the Congress would treat on no other terms than that of Independent States.

[1] "The Kemble Papers," *Collections of the New-York Historical Society for the Year 1883* (New York, 1884), I, 87.

JOURNAL OF H.M.S. *Eagle,* CAPTAIN HENRY DUNCAN[1]

Septemr 1776 Moored off of Bedlows Island

Wednesday 11th At 10 AM Dryed Sails made the *Renown Asia, Strombolo* & *Carcass* Sigls for Petty Officers

The first part Modr & fair, Middle & latter light airs & Cloudy

At 2 PM Sent a Boat to meet a Flag of Truce from New York[2] At 3 made the *Asia*s Signal for a Petty Officer, At 5 the *Repulse* Signal for a Lieut at 7 the Parole Sigl with a White Pendant, At 9 sent the Launch and Yawl to row Guard At 11 Cleared hawse

[1] NMM, Admiralty L/E/11.

[2] "A Flag of Truce came from the Town this Afternoon, with Letters, Cloaths, & Money (hard Cash, not *Congress Notes)* for some of the Rebel Prisoners. Among them was a most illiterate Letter from [Israel] Putnam to a Mr. Chew, in our army." Tatum, ed., *Serle's Journal,* 97, 98.

AUTOBIOGRAPHY OF JOSHUA BARNEY[1]

[July 5, 1776 to September 11, 1776]

. . . we had not been long out before we fell in with an armed Brig (Letter of Marque) with whom we had a severe action for upwards of two hours, when she struck to us, she was loaded with rum & had a large turtle on board with Lord Norths name on it, brought it in & gave it to Mr [Robert] Morris: we had all our officers killed or Wounded the Captain & Myself excepted, so that I was obliged to take the command of the prize & which circumstance obliged the *Sachem* to return into port.[2]

[1] Manuscript Autobiography, DARL.

[2] The brig *Three Friends,* Anthony Stalker, master. The engagement took place on August 12. The prize and *Sachem,* Captain Isaiah Robinson, arrived at Philadelphia on September 7. *Pennsylvania Gazette,* September 11, 1776.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,
[Philadelphia] Septem'r 11th, 1776.

Commission granted for Sloop *Jupiter,* Privateer, Fran's, Illingsworth, Comm'r, 80 Tons, 95 men, 14 carriage Guns, own'd by Nicholas Low, & co.

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[1] *Pennsylvania Colonial Records,* X, 714, 715. Continental bond for this privateer is in Gratz Autograph Collection, Case 5, Box 27, HSP.

ADVERTISEMENT OF SALE OF THE PRIZE BRIGANTINE *Neptune* AND CARGO[1]

On Monday, the 16th of this instant September, at Three o'Clock in the Afternoon on Plumsted's Wharff.

A Parcel of Rum. Taken in the Prize Brigantine *Neptune,* condemned in the Court of Admiralty.[2] The said Brig will be sold the same Afternoon, at the same Place, as soon as the Rum is disposed of.

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[1] *Pennsylvania Gazette,* September 11, 1776.

[2] The *Neptune,* Captain James Robinson, "burthen about eighty tons," was taken by Lambert Wickes in the Continental ship *Reprisal. Pennsylvania Ledger,* August 24, 1776.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Wednesday 11th September 1776

Ordered that a Warrant Issue to Colo William Aylett for Nine pounds fourteen shillings for Bread furnished Capt Lilly for the use of the Brig *Liberty.* – Also for Thirteen pounds nine shillings for Bread and Flour furnished Capt Edward Travis for the use of the *Manley* Galley.

Ordered that a Warrant Issue to John Armistead for Eight pounds two shillings and ten pence half penny for Provisions furnished Capt William Mitchell for the use of his Company of Marines –

William Smith Bell is recommended to Capt Willis Willson as a proper person to be appointed Surgeon to the *Casewell* Galley.

Ordered that the keeper of the Public Magazine deliver unto Capt William Mitchell for the use of his Company of Marines One hundred pounds of Lead & six Quire of Paper –

Ordered that a Warrant Issue to John Jones for Ten pounds, upon Account, for his Allowance as Bookeeper the Board.

Adjourned till tomorrow morning nine of the Clock.

Signed,
Thomas Whiting 1st Comsr

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[1] Navy Board Journal, 56–57, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN THOMAS LILLY, BRIG *Liberty*[1]

Sir, Williamsburg Sepr 11th 1776

As the Congress have order'd that Troops be immediately sent to New York and that the said Troops be transported by Water as the most expeditious way, the Naval Board has receiv'd orders to collect all their Vessels in this Colony for that purpose, you are therefore desir'd to proceed directly to York Town upon receipt of this and when arriv'd there apply to this Board for further orders. I am by order of the Naval Board, your h'ble Servant

Thos Whiting 1st Comr[2]

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1. Navy Board Letter Book, VSL.
2. *Ibid.*, similar orders were issued this date to Captain John Calvert, galley *Norfolk Revenge;* Captain James Cocke, brig *Raleigh;* Captain Wright Westcott, sloop *Scorpion,* and Captain Robert Tompkins, galley *Henry.*

VIRGINIA NAVY BOARD TO CAPTAINS RICHARD AND JAMES BARRON [1]

Sir Williamsburg Sepr 11th 1776 –

most of the Vessels of the Navy with some Transports are very shortly [to] proceed up the Bay with a considerable body of our Troops, unless prevented by appearance of an Enemy, we therefore desire you'll use the utmost diligence in reconoitering the Bay and Capes as often as possible, and shou'd you discover an Enemys Vessel that you will give immediate notice of her strength and situation to this Board. I am by order [&c.]

Thomas Whiting 1st Comr

1. Navy Board Letter Book, VSL.

VIRGINIA NAVY BOARD TO GENERAL ADAM STEPHENS, PORTSMOUTH [1]

Sir Williamsburg Sepr 11th 1776 –

As the Troops intended for New York are to be transported up the Bay it will be necessary for the Boats you had built to attend them. Therefore you'll please to order them to be ready to attend the service by the 20th Instant, by which time we expect that the other Vessels we are to furnish will be ready to sail, I am By order of the Naval Board Your hb'le Servt

Thoms Whiting 1st Comr

1. Navy Board Letter Book, VSL.

VIRGINIA NAVY BOARD TO MR. JOHN PERRIN, GLOUCESTER[1]

Sir Williamsburg Sepr 11th 1776 –

hearing that you had two Sloops unemploy'd and being in want of Vessels to transport Troops up the Bay, shou'd be glad to know immediately whither you can have them ready at York by the 20th Inst. By order of the Naval Board, I am Your hb'le Servant

Thomas Whiting 1st Comr

1. Navy Board Letter Book, VSL. A similar letter was sent to William Stephenson at Yorktown who had "a Schooner unemploy'd."

12 Sept.

"Extract of a Letter from Capt. Michael Whitbyrne, dated St. John's, Newfoundland, Sept. 12" [1]

This is to inform you of my being arrived here in the *Captina,* Capt. Ceutrich, having loſt the *Minehead,* which was taken from me Sept. 4, by the *Hawke* privateer, Malachy Lee, commander, of eight guns and 60 men, almost all of whom were Old-England-men;[2] they also took nine other sail the same day, but released all but mine, it being the best sailing ship among them.

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[1] *London Chronicle,* October 15 to October 17, 1776.

[2] Probably the Massachusetts privateer schooner *Hawke,* Captain John Lee, commissioned August 10, 1776.

John Garvin and Isaac Needham's Agreement on Prize Shares [1]

this agreement made this twelth Day of September 1776 Between John Garvin and Isaac Needham Both of Salem Wetens [witnesses] that the Said John Garvin a Seaman on Board the Privter Sloup *Reveng*[*e*] Command By capt Ben Worren heath Sold and By these Presents Doth Sel to the Said Isaac Needham for the condertions her after mentchons one half of one Share of all prizes that Shall Be taking By the Priveter Sloup *Reveng* During her Said Cruze in Concerdiert[i]ons of Which the Said Isaac Needham Doth hearby Prom to Pay to the said John Garvin Eighteen Dolrs pr month for every month he Shall Contrene on Board the Priveter Sloup or on Board her prizes During Said Cruse to comments at the time of Said John Garvin gouen on Board of said Priveter and the Said Isaac Needham Doth further Proms to Pay to the Said John Garvin Eighteen Dolrs in ad vance in Wetens hear of We Both of Us hear unto Set our hands this twelth Day of September 1776

Wetens
Daniel Needham

Isaac Needham
John Garvin

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[1] Shipping Miscellany, EI.

Journal of the Massachusetts Council[1]

[Watertown] Thursday Septr 12th 1776 –

On Motion Ordered That Benjn Greenleaf & John Winthrop Esqrs be a Committee to propose a Letter to the Honble Congress, accquaintg them with the Situation of Our Coast being infested with Cruisers belonging to Great Britain, and to request that some of the Continental Vessels may be fitted Out for the purpose of Clearing the Coast of those Enemies to the State, and Report –

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[1] Mass. Arch., vol. 19, 226, 227.

JOSEPH PALMER TO THE MASSACHUSETTS GENERAL COURT[1]

Watertown, Sept 12th 1776:

Joseph Palmer represents, That the Town of Braintree was heretofore Supported in a great measure by Supplying Lumber for Ship-building, & large quantities of Stones for Cellars, Houses & Wharfs, for Boston, Marblehead &c, which employed many men, & about 10 or 12 Lighters from 25 to 40 Tons each; which business has been wholly destroyed by the Quarel commenced against us by Great-Britain: said Palmer had also there, a very large Manufac[to]r[y] of Spermaceti Candles, which is entirely Stoped, & the Apparatus nearly, if not quite ruined, to his damage more than £2000 L mo within that Town

That some of the Inhabitants were obliged to quit their habitations, others removed their most valuable effects, & many Suffered great damage by having troops Stationed upon the Sea-Coasts of said Town, to prevent greater damage by the Enemy; whose vicinity occasioned frequent alarms to the Inhabitants.

J: Palmer

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[1] Mass. Arch., vol. 139, 348.

PETITION OF WILLIAM JENKINS TO THE MASSACHUSETTS COUNCIL[1]

State of the
Massachusetts Bay } To the Honble the Council and the Honble the House of Representatives of said State in General Court assembled at Watertown this twelfth Day of September 1776

Humbly sheweth William Jenkins of the City of Bristol in the Kingdom of Great Britain, Mariner.

That your Petitioner being Master of the Brigantine called the *Perkins,* was by the Chance of War, taken by the Capts [Samuel] Tucker and [John] Skimmer in the Continental arm'd Schooners called the *Hancock* and *Franklin* & brought into the Port of Boston where he now is –

Your Petitioner would represent to the Honble Court that at the time of his being taken, he was on a Merchant Voyage, bound from St Augustine to Bristol in Great Britain, that he had on Board his said Brigantine no Supplies of any kind either for the Fleet or Army, now employed against these States, neither had he Arms or Ammunition –

Your Petitioner would further represent to the Honble Court, that he left in Bristol a Wife and four small Children who are entirely dependant on him for their Support and maintenance, & he is really apprehensive that even before this time they may be suffering all the Anxiety and Distress annexed to a Want of the Necessaries & Comforts of Life, unless fortunate enough to find Friends to releive them in their Troubles; however tedious and irksome his Continuance here might otherwise be, this cannot but necessarily render it more so. He therefore prays the Honble Court that from a Consideration of the Premisses, they would grant him Permission to take

Passage for Great Britain or any other Part of Europe, the first Opportunity that offers; he also prays Liberty to take with him his Servant Boy.

He humbly presumes there will be no Objection to the Prayer of his Petition, as he is not held as a Prisoner of War, & no Information that he can give can be of any possible Service or disservice to either Party in this War, unless indeed the Humanity with which he has been treated may be an Inducement to the like Treatment of others in similar Circumstances on the other Side — And as in Duty bound shall ever pray

Will^{m} Jenkins

[Endorsed] In Council Sept 20th 1776 Read & Ordered that the Prayer of this Petition be granted & Said Petitioner be permitted to depart with his Servant Boy to any Part of Great Brittain agreeable to his Prayer –[2]

John Avery Dpy Secy

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1. Mass. Arch., vol. 165, 254, 255.
2. *Ibid.*, 256, on September 14, John Bradford had written to the Council on Jenkins' behalf.

New-England Chronicle, THURSDAY, SEPTEMBER 12, 1776

Boston, Thursday, September 12.

An authentic List of the Naval and Military Force, in the Province of Nova-Scotia, August 13th, 1776, collected from the best Authorities in said Province.

In the Harbour of Halifax, the *Milford* and *Liverpool* Frigates, of 28 guns; the Brig *Hope,* of 12 Guns; the new Sloop of War, fitting out, called the *Albany* (late the *Rittenhouse,* belonging to Philadelphia) to carry 16 Guns, Mowatt, Commander.

August 16. Since writing this List, the *Milford* and *Liverpool* Frigates sailed, and the 17th, the Brig *Hope* will sail for Louisburg [And since which (by an honest Fisherman) we are informed, that the *Milford* Frigate is cruising off this Coast again. Look out, Cruizers,&c.][1]

Captain James Tracey, and Lieut. Mains, of the *Yankee Hero* Brig, were sent from Halifax to Staten-Island, the last of July, on board the *Mercury* pirate Frigate, James Montague – [Captain Proctor, of Philadelphia, who is now a prisoner in Halifax goal, was 11 weeks in irons on board the above Frigate, during which time he was treated in the most barbarous manner by the above Montague, who several times threatened to hang him, and offered one of his sailors 40s. to swear his life against him.] Mr. Carpenter, of this Town, is closely confined in irons in Halifax goal, by order of Gen. [Eyre] Massey, who commands there

We learn from undoubted authority, that the Schooner *Sally,* Capt. Roach, which lately went from Piscataqua, to Halifax, as a flag of truce, with prisoners, was, on her arrival there, made a prize of, (by that *petty, paltry, Jack-tarr,* Commodore Arbuthnot,) and the hands put on board a man of war.

Yesterday se'nnight was sent into this Harbour, by the *Lee,* Capt. Waters, a Sloop from the Eastward, bound for Halifax, laden with Cord-Wood.[2]

We hear that a Snow, laden with Rum, and Sugars, was carried into Cape-Ann last Week.[3]

One Day last Week, was sent into Providence, seven Vessels, Prizes, with Supplies for those unrelenting, barbarous, tyrannical, blood-thirsty Butchers, the Royal Savage of Britain's Troops, now on Staten-Island. – They were taken by the Captains Biddle and Whipple, in two Vessels of War, belonging to the United and Confederated States of America. Particulars of their Cargoes have not yet come to Hand.

Last Sunday was taken and carried into Gouldsborough, by two small Boats, a Brig from Ireland, bound for Halifax, laden with Beef, Butter, &c. She parted Company with Twelve other Provision Vessels the Day on which she was taken, all bound for the above Port.

By the Hartford Post we are informed, that the Royal pirate Frigate *Rose,* commanded by the infamous Wallace, in attempting to get up the Sound, at New-York, was hulled several Times, and obliged to put back to the ministerial fleet.

1. The brackets were inserted by the printer of the *Chronicle.* Apparently he had taken the Halifax material from a letter or the *Nova-Scotia Gazette,* and interpolated his own comments.
2. The sloop *Betsey.*
3. The snow *Anna* taken by the Massachusetts state sloop *Tyrannicide.*

Continental Journal, THURSDAY, SEPTEMBER 12, 1776

Boston, September 12.

Capt. [John] Gill in a small Privateer Schooner from this Port,[1] has taken and sent into Plymouth, a Brigantine from Antiguà bound to Europe, laden with Rum and Sugars. She was first taken by a Connecticut Privateer, but the People rose and retook her, and had her in Possession three Days before Capt. Gill came up with her.

We hear a Privateer from Salem has taken a Brigantine from Cork, loaded with provisions for New-York, and sent her into some Port at the eastward.

1. The privateer schooner *Independence.*

LIBELS AGAINST BRITISH PRIZES FILED IN THE MASSACHUSETTS ADMIRALTY COURT FOR THE SOUTHERN DISTRICT[1]

State of Massachusett's-Bay, Southern District,ss.
To all whom it may concern.

Notice is hereby given, That the Maritime Court for the Southern District will be held at Plymouth, in the county of Plymouth on Tuesday the first day of October, 1776 at the hour of ten in the forenoon, to try the justice of the following captures, viz. of the ship called the *Argo,* of about 170 tons burthen, lately commanded by William Cockran, and her cargo and appurtenances; of the sloop called the *Elizabeth,* of about 30 tons burthen, lately commanded by Thomas Ludlow jun. and her cargo and appurtenances; of the brigantine called the *Frederick,* of about 140 tons burthen, her cargo and appurtenances, lately in possession, and under the care and command of Edmund Cottle; seized and taken in the port of Dartmouth, in said district, on a part of the sea, between high water and low water mark; of the schooner called the *Spermaceta,* of about 90 tons burthen, and her appurtenances, lately in the possession and under the care and command of John Peas; seized and taken in the port of Nantucket, in said district, on a part of the sea, between high water and low water mark. Against which vessels, their cargoes and appurtenances libels are filed before me, they having been brought into the Southern District aforesaid; and the owners of the same, or any persons concerned may appear and shew cause, if any they have, why said vessels, or any of them, with their cargoes and appurtenances should not be condemned.

Nathan Cushing, Judge of said Court.

[Boston, September 12, 1776]

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1. *New-England Chronicle,* September 12, 1776. Same issue of newspaper carried notice that the trial of ship *Charming Sally,* snow *Ann,* and brigantine *John* captured by the armed sloop *Broome* would be held at Plymouth on October 3, 1776 to be followed the next day by trial of the brigantine *Carolina Packet.*

John Brown to Moses Brown[1]

[Extract] [Providence] Septem 12th 1776 –

. . . I have allso Desired Mr Polock to Forward all the Cordage he has bot for Me & the Navil Committe here, which Cordage Suppose is Now at Kings Bridg, by Land to the First Harber in Conecticutt on this Side the Kings Ships and that the Same May be Shipt to me from thence by water as Soone as possable . . . if the Cordage he has wrote me about is purchesed Viz 8 Ton for Me & Ten Ton for the Navil Committe a 5.5/ York pCt Comes to £1890. York Mony or 4725 Dolls So that their will be upwards of 5000 Dolls due to me when the Goods are Sold & Cordage pd for, & as I have had Sum hints Sence I Left York Which Makes Me a Little Doubtfull of the Safety of My money I am the More Urgent to Git it out of his hands . . .

John Brown

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1. Moses Brown Papers, RIHS.

Nathaniel Shaw, Jr. to Governor Jonathan Trumbull[1]

Sir New London Sepr 12 1776

Agreable to Coln [Benjamin] Huntingtons directions I have sent to New Haven for the Stores Rigging &c belonging to the Old Briggtn *Defence,* and the Vessell is Returnd with only the two masts (one of which is been Cutt & not fitt to go in her Again), and Rigging only Sufficient for the Shrowds to her foremast with her main and Fore Stay, these being so much Short of what we Expected, I thought best to Advise you of it before I begin to work on her, & shall wait your further orders – my Bomb Brigg[2] is Clean'd Rigg'd and already to take Guns on Board & Capable of Carrying Twelve four pounders, with a Good Suit of Sails — & is att your Service, if you Incline to have her for the Use of this State I will take the Old Brigg in part pay — I am Sir [&c.]

Nath^l Shaw Jun^r

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1. Conn. Arch., 1st Series, IX, 309, ConnSL. Copy in Shaw Letter Book, YUL.
2. Formerly the British bomb brig *Bolton* captured by Esek Hopkins, which Shaw was fitting as a privateer.

JOURNAL OF H.M.S. *Cerberus,* CAPTAIN JOHN SYMONS[1]

Septr [17]76	So End Block Island NWbW 3 or 4 Leags
Wednesday 11	at 5 AM out all reefs, found the Bowsprit sprung in two places, got the Sprit sail Yard in Empd fitting a fish for do sett studg sails Mode Breezes at 1 P M Brot too a Brigg from Virginia bound to St Augustine Loaded with rum & Molasses
Thursday 12	taken by the *Andrew Doria* privateer.[2] at 5 AM saw a Sl to Windwd gave Chace fired at the Chace 3-9 pdr: 3-3 pdr at 12 brot too the Chace a Brigg from Cape Francois bound to Nantuckett Loaded with Molasses & some cotton[3] Fresh Breezes & hazey sent a petty Officer & 4 Men on board the Prize at 6 parted Co wt the Prizes

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1. PRO, Admiralty 51/181.
2. *Peggy,* William Cook, master, Morfield & Son, owner, from Virginia for St. Augustine, with rum, molasses and linen, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487, where the recapture is erroneously credited to the *Perseus.* The master's log of the *Cerberus* adds: ". . . sent the Boat on board, found that the Privateers people had taken their Boat & left the Vessell," PRO, Admiralty 52/1650.
3. *Joseph,* Elias Coffin, master, from Cape François to Nantucket, with molasses, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

EXAMINATION OF SERGEANT THOMAS DAY[1]

[Extract]

The Examination of Serjeant Thomas Day of Colonel McLeans Regiment late of Captain [John] Lambs Company, who deserted from Point aux Tremble, between Montreal and Sorrell, with two others the 31st August.[2]

. . . That he heard there were two Schooners taken to Pieces and brought up to St Johns, to Carry Six six Pounders, and ten Swivels each, that he understood there were two or three more Sloops & Schoone[rs] withsome Gondolas and floating Batteries, building at St Johns. That he frequently heard for a Fortnight before he deserted that the Army were in a few Days to cross the Lake for Crown Point. . . .

On board the *Royal Savage* September 12th 177[6]

B. Arnold.

[Endorsed] Letters from Brigadier Genl Arnold dated, Ile La Motte September 15th & 16th. 1776 – With his Examination of Sergt Thomas Day, a Deserter from the Enemy.

1. Gates Papers, Box 4, NYHS.
2. Thomas Day was captured, along with most of Lamb's artillery company in the disastrous attack on Quebec, December 31, 1775. He then enlisted in the British service in Colonel Allan McClean's regiment.

MAJOR GENERAL HORATIO GATES TO BRIGADIER GENERAL BENEDICT ARNOLD [1]

Dear General. Tyonderoga 12th September 1776.

I had the Pleasure to receive your Letters by Lieutenant [John] Brooks of the 6th Battallion of Pensilvanians, from Isle-aux-Mottes. I am perfectly satisfied with your leaving Isle-aux-Tites, & think from Your's & every other Account, that the Post you now Occupy is much preferable. Point-aux Fers is an Object that should employ your Serious Attention. Should it be Possible for the Enemy Secretly to get Artillery, & a post Fix'd there, while you are to the Northward of that remarkable Spot, it might prove a great Annoyance to your Fleet, remember how exceedingly you ought to Guard against the possibility of the Enemy's possessing any Narrow Pass in your Rear; a Caution, which you so-much approved, in the Orders, & Instructions you received.

The Row Gallies are all three at this Place, and Fitting with the Utmost diligence. Gl Waterbury is indefatigable, & promises to Sail without the smallest unnecessary Delay; your best Pilot should be sent by the return of The Bearer to Conduct them down. – You wrote to General Schuyler, to Apply to Governour Trumbull for Capts to Command These Gallies. The Governour has sent Four; by this, we are incumber'd with Double Officers, as you appointed Three, before you left Tyonderoga. What is best to be done in this Difficulty? I shall Endeavour to Pacify all Claimants, until I hear from You. a Good many Seamen are procured, & will be sent in the Gallies. I have Order'd Commissary [Elisha] Avery, & Mr Deacon Rood of Onion River, to Acquaint all the Inhabitants upon both sides the Lake, that what Cattle, Sheep, Garden Stuff, or Hoggs, are sent to You, shall; upon your Certificate, be paid for in ready money, upon the presentment thereof to Me.

Inclosed is a Copy of a Letter I have Just receivd from Dr Franklin. The Tobacco is not yet come, it shall be sent to you in the First Row Galley – would it not, now & then be proper for a Row Galley or Gondola to Cruize a little to the Southward, above Point Aux Fers, to protect boats &c passing to the Fleet? – The Enemy are Subtile, and quick at Expedients; they may endeavour to Impose False Friends upon you; your watch word, should never be given until Sun Sett, and all boats, at Day light, kept at a proper Distance, until their Crews are examined.

In Obedience to your request I wrote very fully Yesterday in my Publick Letter upon the Subject you so Earnestly mention'd. I fancy when my letter is received, the Congress, & your Friends will be convinced, that every report to your prejudice is Founded in Calumny, & should meet with the Contempt, & disregard it so Justly deserves.

A Fourth Row Galley will be quite plank'd up by Saturday night; your Barge is here, and most elegantly painted & Finish'd. She will be sent by Capt [James] Arnold; The prvovisions I now send, will last much longer than will be necessary for the Supply of the Fleet, until the First Row Galley Arrives, Even if the Inhabitants upon the Lake do not send you any Fresh Provisions &c.

I hope to be able to send all the Cloathing you demand by Capn Arnold. Rum goes by this Conveyance, and all the Hard bread baked at Crown Point. – Commissary Avery has my orders to write, & to Obey all your Orders. – the Swivels will come with the Galley; Gunners are very Scarce; but you Shall be Supplied.

I would Feign send you some Intelligence from Authority, of the Proceedings of The Armies at Long Island; but neither General Sch[uyler] or myself, have received any Letters from General Washn; that are particular upon the Subject. By private Letters, it is clear the Enemy lost upwards of 1400 Men in the three Repulses they met with, in their Attack upon our Lines, Wednesday the 28th Ult; and Commissary Trumbull writes that we are still in possession of Our Lines upon Long Island, and the City of New York. It is beyond a doubt that our people have behaved with the Greatest Spirit & that the Enemy have suffer'd Greatly & must View our Troops in a very respectable light I am [&c.]

P S When you receive an Order to send a Flag to the Enemy; or have an Opportunity by the return of one of theirs, send them the Act of Independence Inclosed –

H G

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1. Gates Papers, Box 19, NYHS.

Journal of Ambrose Serle[1]

[On board H. M. S. *Eagle*] Thursday, 12th. Septr.

A severe Canonade was heard on board this Morning, supposed to be Horn's Hook, where our People are dislodging the Rebels, and are already in Possession of two Islands [Montresor's and Buchanan's] near the Isle of York Shore. We have lost one Sailor, who was killed as he lay sleeping on the Grass by a Cannon Ball. An Engineer lost an Arm; and two or three other slight Accidents occurred.

This Afternoon Capt. [Thomas] Wilkinson in the *Pearl,* a fine Frigate of 32 Guns, arrived from Quebec. He brought us very agreeable News from Genl. Carleton, viz. That General Burgoyne was almost ready to embark on Lake Champlain, and probably would be embarked by the middle of August, with an Army of about 14,000 Men, of which 10,000 were Regulars and about 1000 Indians; and that, if it were necessary, he could bring with him 15 or 20,000 Canadians. Capt. Wilkinson convoyed several Transports with upwards of 500 Rebel Prisoners on board, with whom we know not what to do. He also informed us, that he spoke with a Ship on the 27th. of July, who had seen the Second Division of the Hessians at Sea, and that they may hourly be expected to arrive.

[1] Tatum, ed., *Serle's Journal,* 98.

JAMES BLAIR TO THE PENNSYLVANIA COUNCIL OF SAFETY [1]

Gentlemen, Fort Island, Sept'r 12th, 1776

I this morning received your Resolve of 31st ult., ordering Four men belonging to the Gallies to be sent to work at Mr. James Wharton's Rope Walk for four weeke, agreeable to which I now send Purviance & Canaday belonging to the *Franklin.* Farley belonging to the *Ranger* went up this morning in their Yaut [yawl] & the other man Reily is on board Capt. Greenaway. I am, Gent. [&c.]

James Blair.

[1] *Pennsylvania Archives,* 1st series, V, 24.

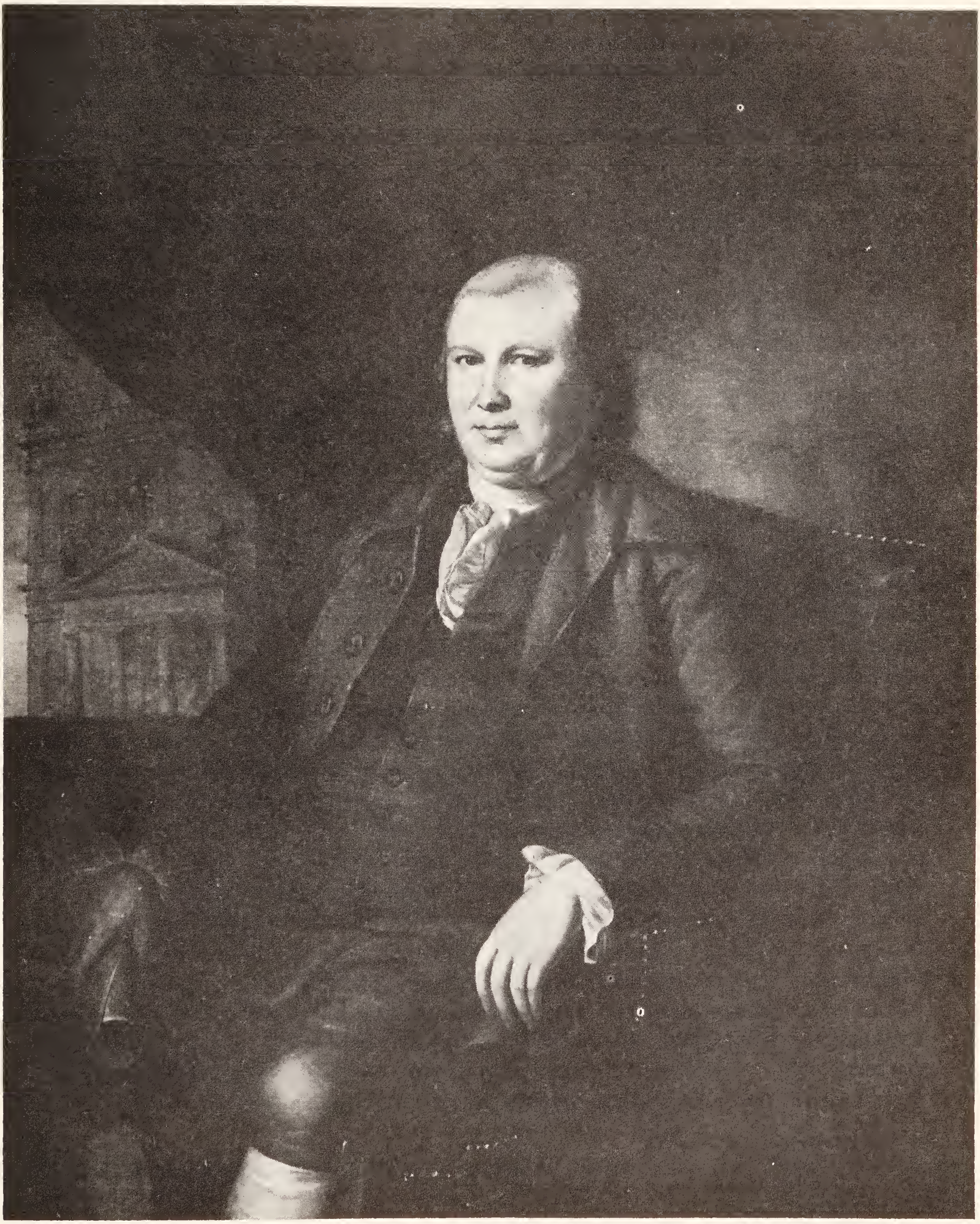
ROBERT MORRIS TO SILAS DEANE[1]

[Extract] Philada Septr 12th 1776

Sir You will receive herewith Copy of what I wrote you the 11th Ulto & by this Conveyance I remit the 2d bills of those setts mentioned in that letter. I have bought a considerable quantity of Tobacco but cannot get suitable Vessells to carry it, you cannot conceive the many disapointments we have met with in this Respect however I expect a Ship is now taking in about 400 hhds as I wrote two posts ago agreeing to the Owners terms and shall advi[s]e you more particularly in my next respecting this matter. I am sorry to tell you another Vessell bound from hence for Bourdeaux with a Cargo of flour &c has been taken and carried to N York with the Fleet. this was a fine New Brigt intended as a Packet between us. she had dispatches for You which were thrown over board & sunk by the Captain as well the Invoices &c of the Cargo,[2] these unlucky accidents retard the remittances exceedingly, which is vexatious but cannot be helped. I hope your Credit has been sufficient to procure the Indn Goods & that they are on their way out, for they will be much wanted and we shall not give over remitting untill you are fully enabled to pay for them; I expect a Cargo of Rice & Indigo is now Shipping on this Account as orders have been given to that Effect, but still the same difficulty about Vessells occurrs in that quarter also. So many of the American Ships have been taken, lost, sold & employ[ed] abroad, that they are now very Scarce in every part of the

Continent which I consider as a great misfortune for Ship building does not go on as formerly and this Want can only be supply'd by the arrival of Ships from Europe and by the Captures, in which all the American Cruizers have been remarkably Successful those who have engaged in Privateering are making Large Fortunes in a most Rapid manner, I have not meddled in this bussiness which I confess does not square with my Principles for I have long had extensive Connections & dealings with many Worthy Men in England & Coud not consent to take any part of their property because the Government have Seized mine, which is the case in several instances.

The Trading plan recommended in my last is farr more eligible and if we have but luck in getting the Goods safe to America the Proffits will be sufficient to Content us all, I do therefore continue my recommendation of that plan and sincerely hope You & Tom[3] will be able to do something considerable therein for you may depend it will reward you beyond any other pursuit. If you can procure Insurance at any reasonable prem[iu]m even at 50 pCt (altho I dont think the Risque is really worth 15 pCt) I think you had best to Charter two or three good Double Deck'd fast Sailing Vessells, ballast or Load them with Salt in the Holds and put onboard of each as many Dry Goods, say Woolens, Linens, Tin, Copper, Hosiery &c &c, as you can Conveniently obtain & let them proceed immediately for this place, Insuring the Value of the Cargoes on the best terms you can against the Risque of Capture by our Enemies as well as against all other Risques & dangers, I mean that you shou'd Charter French Vessells & by clearing them out for the Island of St Piers & Miquelon they may sail along this Coast without being Subject to Capture untill they come within three Leagues of the Land, you must take care that the Ships are sound, strong & staunch and that they are well fitted & Manned, two suits of Sails and good Anchors & Cables they ought to have. tell the Masters when they come on this Coast to venture in Close with the Land as our N Westers in the Winter will keep them out a long time if they keep without Or in the Gulph Stream whereas if they come within it, nothing but an Easterly Wind can hurt them & those Winds do not prevail much in Winter, when they come in sight of our Light House they must hoist an Ensign at the Foretop Gallt Mast head and stand in for the Mouth of the Bay with it flying. If there is any Enemy or danger in the way, a Signal will be made at the Light House by shewing Colours there. If no danger they will not answer the Signal and the Vessells may come boldly in to the Mouth of the Bay or into Whore Kiln Road & send a Boat onshoar at Lewis Town for a Pilot – inshort I think there is very little danger in all this matter for the Men of Warr cannot keep the Coast & we will not let them Harbour here in the Winter Season. You Shou'd Charter the Vessells out here & back again, so that You may afford them a good Freight & we will load them back with Wheat, flour, Tobacco, Rice & Indigo, Bees Wax &c, to pay for the Cost of the Cargoes You Ship by them, besides these Vessells I wou'd have you keep sending out Goods Constantly to Martinico, St Eustatia & Cape Francois but the first and last are safest for the present & I suppose will continue so,



Robert Morris.

unless the French become parties in our Warr which I think very likely and then the Dutch Islands must engross our Attention, at St Eustatia Mr Cornelius Stevenson and at Curracoa Mr Isaac Governeur will receive & forward Goods for us, at Cape Francois Mr Stephen Ceronia, at St Nicholas Mole Mr John Dupuy, at Martinico Wm Bingham Esqr who has already written you some Letters & with whom I expect you will support a Constant Correspondence both Political & Commercial, he is a Young Gentl[eman] of good Education, Family & Fortune, his Correspondence has yet a good deal of the Fancifull Young Man in it, but experience will cure him of this and upon the whole I think he had abilitys of Merit both in the Political & Commercial Line, you will inform him soon as You can whether Insurance can be effected on Goods & Vessells from the French Islands to this Continent, and on what terms, indeed we expect to hear from You pretty regularly through that Channell

Since my last Genl Howe & his Army have taken possession of Long Island leaving about 4 or 5000 Men on Staten Island where they first landed We had some Works & about 5000 Men on Long Isld when the Enemy landed with 20 m a Skirmish very soon followed the landing there about 3000 of our Men went out of the Lines to take possession of some Hills & high Lands, but the Enemy out General'd us and surrounded our People with four times their Number however they purchased the honor of the day at a very dear rate for our Folks drew up, gave them Battle & two different times broke & routed double their Number in fair Manouvering & Platoon firing in the open Field, but in the end Superiour Numbers & Superiour Generalship prevailed, We lost about 7 to 800 Men in Killed, Wounded & Prisoners, the Enemies loss was farr greater as they acknowledge in Killed & Wounded, but not so in Prisoners for we only took one party a Lieutt & 30 Men. Sullivan commanded in this affair & was well seconded by Ld Stirling who behaved Nobly indeed, they are both Prisoners as are several Cls Lt Cols & other officers, in short such Victorys as these alarm our Enemies & will be their ruin. We have evacuated Long Island & must do the same by N York which is not tenable against their Ships, for my part I wish our Men & Stores were all removed to Kingsbridge where we must sooner or later take Post & make the great stand. We are no ways dismayed at the Force of the Enemy but have full hopes of getting the better of them in the long run altho they seem very formidable at present Our Army on the Lakes is now very Strong and we seem perfectly Secure in that quarter for the present. . .

1. Silas Deane Papers, ConnHS.
2. The *Dispatch,* Peter Parker, master, taken July 21, 1776, off the Delaware Capes by H. M. S. *Orpheus,* Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487. See also Volume 5, 1182–83.
3. Thomas Morris, a half brother of Robert Morris.

JOURNAL OF THE MARYLAND CONVENTION[1]

[Annapolis] Thursday, September 12, 1776.

On motion Resolved, That the Council of Safety be empowered to sell the schooner *Resolution,* after removing her military and other stores, and her sails, rigging, anchors and cables.

Resolved, That no merchant vessel belonging to any inhabitant of this state, sail from this state without licence from the Council of Safety, or the committee of observation for the county from which the vessel shall sail, and that no such licence be granted before the captain of such vessel shall make oath, or affirmation (if a quaker) as to the contents of his cargo, and that he will use his best endeavours to prevent such cargo, and every part thereof, from being landed in any part of the dominions of the king of Great-Britain, or otherwise going into the hands of the enemies of America; and further shall give bond with good security, that he will not land such cargo, or any part thereof, in any port, island, or territory, subject to the king of Great-Britain, nor sell or dispose of the said cargo, or any part thereof, to the enemies of America; and the owners of the cargo shall also make oath, or affirmation (if a quaker) that the said cargo, and no part thereof, belongs to or is for the use or benefit of any inhabitant of Great-Britain, Ireland, or any of the dominions subject to the king of Great-Britain.

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[1] *Maryland Convention,* 26.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY[1]

[Annapolis] Thursday. September 12th 1776

Permit was granted to Job Greene of the Schooner *Two Brothers,* to go to Martinique or any other foreign Port, he having given Bond, and returned a manifest agreeable to the Resolutions of Convention:

Permit was granted to Thomas Ridley of the Sloop *Fanny* to go to Hispaniola or other where –

Ordered That Western shore Treasurer pay to Archd Buchanan four hundred and fifty Pounds for Schooner *Dolphin* insured by this State.

Ordered That said Treasurer pay to George Wells three hundred Pounds, on Acct of Gondolas. –

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[1] Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO VAN BEBBER AND HARRISON, ST. EUSTATIUS[1]

Gentlemen,

Your favours of the 9th 24th and 25 of July and August 1st & 15th are before us. – It has been unlucky for this State as well as for you, that so many of our outward bound Vessells have miscarried – we have been tolerabl luckey in our importations, having only lost the Adventures by Scott and Simmerton that we as yet hear of, Captain Luce is safe arrived in Deleware and we Daily expect to hear of the arrival of the rest of the Powder you advise us, that you have and are about to Ship. – We are very solicitous to Charter or buy Vessells to Load out to your address as we want a large sum of Money in your hands for the Purchase of Salt, Arms, Course Cloathes, Blankets and Lead but we fear that we shall be disappointed in procuring as many as we want – you will therefore if possible Charter or buy Vessells with you and Load them in with Salt as far as thirty thousand Bushels and Draw Bills upon us or upon Messrs Willing Morris and Company at Philadelphia and you may depend upon their being duly honoured. Next to Salt we want a large quantity of Course Cloths, Blankets, Sail Duck light as well as heavy, Lead and Muskets. – We do not restrict you in price – but leave it to you to do the best you can for the State of Maryland – and your Bills for the whole or any part thereof will be paid.

P.S. Your Bill on T. Johnson Esqr Will be duely honoured – We are &c:[2]

[Annapolis] September 12th 1776.

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1. Council of Safety Letter Book, Md. Arch.
2. *Ibid.*, another letter this date from the Council advised Van Bebber and Harrison that Captain Thomas Conway, letter of marque sloop *Molly,* was being dispatched to St. Eustatius with a cargo of tobacco, fine flour and bread.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Thursday 12th September 1776.

Resolved, that the Commissioners of the Navy be desired immediately to contract with proper persons for the building in the most expeditious manner, thirty Boats properly calculated; for the transportation of Troops across or up and down the rivers and Creek's, each Boat to be of a proper size for carrying a complete company of sixty eight men, with their arms and Baggage.

The navy Board, having agreeably to a request of this Board, returned a List of such of the cruising Vessells, as in their opinion, might be sent with the greatest advantage & the commodities of this Country, to the Foreign Islands or to Europe for the purchase of Salt, clothing, arms, and other necessaries for the army & also a scheme of trade & recommendation of proper persons to conduct their lading & outfit; the consideration thereof is deferred till to morrow.

Upon Information, that a quantity of Flour, belonging to the public was landed at Frazers ferry in the County of King William from on board the Brig *Liberty,* It is Ordered, that the Commissary of Provisions do make inquiry concerning the same, and cause it forthwith to be brought to this place.

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1. McIlwaine, ed., *Journals of the Virginia Council,* I, 155, 156.

VIRGINIA NAVY BOARD TO CAPTAIN RICHARD TAYLOR[1]

Sir

Williamsburg Sepr 12th 1776

We are in immediate want of your Vessel for carrying Troops up the Bay, you are therefore upon receipt of this to proceed to York Town – where you are to prepare for taking in the same so as to be ready to sail by the 20th Instant at farthest. I am by order of the Board Your h'bl'e Servant

Thom^s Whiting 1st Comr

To Capt [Richard] Taylor of the Schooner *Hornett*
The same wrote to Capt [James] Markham of the *Page* Galley –
The same wrote to Capt Cily Sanders of the *Lewis* Galley –
The same wrote to Capt [Eleazer] Callender of the Sloop *Defiance* – [2]

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1. Navy Board Letter Book, VSL.
2. *Ibid.*, the Navy Board this date sent similar orders to Captain William Deane and Captain Isaac Younghusband, and offered to hire a small vessel from Mr. Edward Hughes, Gloucester.

13 Sept.

JOURNAL OF THE MASSACHUSETTS SLOOP *Tyrannicide*, CAPTAIN JOHN FISK [1]

Remks on Thursday 13th of Septr 1776

6 A M Came to Ankor in salem harbour all well[2]

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1. John Fisk Journal, AAS.
2. The journal at this point is condensed by Fisk to read:

> Remarks from Septr 13th to Novr 1st 1776. This time spent in Rigging the Sloop into a Brig & getting fit for sea.

PETITION FOR COMMISSION FOR ISAAC SNOW TO COMMAND THE MASSACHUSETTS PRIVATEER SCHOONER *America*[1]

To the Honorable Council Setting at Watertown In the State of the Massuchusets Bay September The Thirteenth day, Anno Domini 1776 – The Petition of Isaac Snow of Harpswell in the County of Cumberland Humbly Sheweth –

That Your Petitioner has the Command of A Private Schooner of Warr, Called the *America* of Ninety Eight Tons Burthen, Mounting Ten Carriage Gunns Eight of which are four pounders & Two Three Pounders, Eighteen Swivel Guns five Hundred weight of Powder, fifteen hundred weight Of Shott, Thirty five barrels Pork and Beef, Six Thousand weight of Bread, Belonging to Aaron Hinckly, Esqr of Brunswick, James McCobb Esqr of George Town – [illegible] Pennington Esqr and Messrs John Snow, Joseph Linscott, Henry Merritt, Elisha Snow and Isaac Snow your Petitioner of Harpswell in the County of Cumberland, In the State aforesaid Whereof Isaac Snow of Harpswell aforesaid is Commander and Benjamin Lemmount of George Town in the County of Lincoln is Lieutenunt, with Eighty Men –

Your Petitioner Prays Your Honors would Grant him A Commission to Cruize Against the Enemies of the United States of America, and Your Petitioner as in Duty bound Shall Ever Pray &c

Isaac Snow In behalf of himself and other owners –

[Endorsed] In Council [Watertown] Sept 13, 1776 Read & Orderd that a Commission be issued out to the Above named Isaac Snow as Commander [of] the Schr *America* he Complying with the Resolves of the Congress –

John Avery Dpy Secy

1. Mass. Arch., vol. 165, 229.

Colonel Thomas Crafts to the Massachusetts Council[1]

Some time in June last a Scotch Ship & brig were seen in the bay by the troops stationed at Hull, standing in for the Light & four Privateers attacking them without any probable hopes of success. On this ordered one eighteen pounder to Point Alderton In the dusk of the evening The Vessels were between said Point & the fort on Hull – We fired from the Fort on them – The brig struck to us & sent her boat on shore. I put in a claim for the Vessels in the name of the State & in behalf of myself & regiment – But recovered no part of the Ship or brig.[2] When the *Queen of England* was taken I had the same idea of the matter as before –[3] That it was my duty to claim for the State as well as myself & Regiment, accordingly gave directions to my Council – I was afterward to my great surprize informed, that the Ship was not libelled in the name of the State & that it was too late to correct this error – But at my request the Honble Mr [Richard] Derby [Jr.] Agent for the State had leave to enter his claim, the time by Law for his doing it being relapsed notwithstanding for I had no disposition that the State should be deprived of its just right in this Vessel neither have I now any disposition to contend if the Council are clearly of the opinion that there ought to be a different disposition of said Ship & Cargo from that given by the Court & Jury I beg your Honors would excuse my troubling you with this matter & believe me to be with the greatest respect [&c.]

Thos Crafts

[Endorsed] In Council [Watertown] Sept 13[th] 1776 Read & Committed to David Sewell & Daniel Hopkins Esqrs to take the same under Consideration & Report –

John Avery Dpy Secy

1. Mass. Arch., vol. 165, 230.
2. The ship *George* and brig *Annabella*. See Volume 5.
3. See Volume 5; also *New-England Chronicle,* August 2, 1776. See also next entry.

Final Verdict in the Case of the British Prize Ship *Queen of England*[1]

Suffolk ss At the superior Court of Judication &ca held at Braintree within & for the County of Suffolk, by adjournment, on the second Tuesday [10th] of September Anno Domi[ni] 1776.

In the Case Benedict Eldridge one of the Claimants of Ship *Queen of England* app[e]lant vs Caleb Hopkins et al Libellants and Josiah Whitney Thomas Crafts & Thomas Marshall et al other Claimants of the same Ship Cargo & appur[tenan]ces ap[pel]lees. The Jury find that the said Ship *Queen of England* was employ'd in carrying supplies to the Fleet & Army employ'd against the united Colonies or States of America and being so employ'd the said Ship was taken at the time when, in the Libell, she is said to have been taken by the Claimants Josiah Whitney Thomas Crafts & Thomas Marshall and the Men under their command and Benedict Eldridge the Pilot, and by them brought into Boston in the County of Suffolk, and that one fifth part of said ship and appur[tenan]ces & Cargo be to the use of Benedict Eldridge, and the remainder of said prize to the use of Josiah Whitney Thomas Crafts & the said Men under their Command.

John Ellis proc[tor]
Sam^{l} Winthrop Cle[rk]

Sept 13th 1776.

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1. Mass. Arch., vol. 165, 231.

Acts and Resolves of the Massachusetts General Court [1]

[Watertown] Friday Sepr 13th 1776.

The Committee of both Houses appointed to take into consideration the representation of Capt John Fisk take leave to Report. –

That the Honble Richard Derby Junr Esqr be Directed as soon as may be to alter the Spars, & Rigging of the *Tyrannicide* from that of a Sloop to a Brigantine and to lay his Accounts before this Court for Examination and Allowance, and in order, that this matter may be effected expeditiously – the Honble Board are Desired to Issue their warrant on the Treasurer in favour of the said Richard Derby Jr Esqr for such Sum of Money as they judge may be Necessary for the purpose aforesaid, the said, Derby, being accountable therefor. –

Read, & Accepted.

Resolved that this State will furnish the Agent for building the Continental Ships at Newbury port with a sufficient number of Guns for one of them, and afford him every other assistance in their power, in fitting out and maning said Ship; provided leave can be obtained from the Hon: Congress for said Vessel to cruize on this Coast for the protection of the Trade thereof. – The Agent engaging to reimburse all the Expences this State shall incur in fitting out, & manning said Ship, and return said Guns, whenever said Ship shall be otherwise employ'd.

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[1] Mass. Arch., vol. 35, 239, 242, 244.

JAMES BOWDOIN TO JOHN HANCOCK[1]

State of the Massachusetts Bay

Sir. [Watertown] Septr 13th 1776.

The General Assembly of this State beg leave to inform the Honble Congress, that the *Milford* Frigate of 28 Guns and another Ship of War, have been for sometime cruising on this Coast, and have taken several Merchantmen and valuable prizes coming into Port; We have apply'd to the Honble Thos Cushing & John Langdon Esqrs, Agents for building the Continental Ships at Newbury Port & Portsmouth, requesting that one or more of those ships might be sent out to protect our Coast, but are inform'd by those Gentlemen that they have no Guns, and if they had, they have no orders to send the Ships to Sea, upon this information the General Assembly of this State resolv'd to furnish the Agent for building the Continental Ships at Newbury Port with a sufficient number of Guns for one of them, and afford him every other assistance in their power in fitting out and manning said Ship; provided leave can be obtain'd from the Honble Congress for said Vessell to cruise on this Coast for the protection of the Trade thereof, The Agent engaging to reimburse all the Expences this State shall incur in fitting out and manning said Ship, and return said Guns whenever said Ship shall be otherwise employ'd.

We would farther inform the Hon Congress that the Guns propos'd for the above purpose are 24 nine pounders, which we apprehend are suitable for the Ship under the command of Hector McNeil Esqr, and which is in the greatest forwardness for sailing.[2]

As said Ship will be inferior to the Enemy in Force, this state beg leave to suggest to the Honble Congress, the great advantage of having the Ship under the care of John Langdon Esqr fitted out immediately to act in concert with her. The readiness of the State of New Hampshire to give all possible assistance to Mr Langdon for the above purpose, will appear by a resolve of that State herewith inclos'd.

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[1] Mass. Arch., vol. 57, 280–81.

[2] The Continental frigate *Boston*.

JAMES BOWDOIN TO THE RHODE ISLAND NAVAL COMMITTEE[1]

Gentn Watertown Septr 13th 1776

We have your Letter of the 29th Ulto and consider the sending out the Continental Ships (as you do) of the greatest consequence to these united States, and should be glad to promote their being sent out immediately by every means in our power, for we trust they might be employ'd to very good purposes, especially as several of the Enemies Cruizers are now infesting this Coast.

We farther assure You that we shall readily embrace such occasions as may present to render a neighbouring State any reasonable Services, but considering how much this State is drained of its Men by the public Calls, and how much our Sea Coast is expos'd to the incursions of the Enemy, we have thought it needful sometime since to pass a Resolve prohibiting the inlisting our Sea Coast men into any other Service, even such as it may concern this State particularly to attend to; we cannot therefore consent to your request that Mr [John] Grannis may be permitted to enlist his Compliment of Marines out of the Troops in our pay.

If Mr Grannis chuses another Service in preference to ours, we shall endeavour to supply his place by as good a Man.[2]

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1. Mass. Arch., vol. 57, 284.
2. John Grannis had been appointed Marine captain on board the frigate *Warren*, June 14, 1776, by the Rhode Island Naval Committee. RIHS,

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LIBEL IN RHODE ISLAND MARITIME COURT OF THE BRITISH PRIZE BRIGANTINE *Bee* [1]

State of Rhode Island & Providence Plantations ss	To the Honl John Foster Esq Judge [torn] erected for the Tryal of Prize Ca[u]ses [torn] State of Rhode Island & Providence Pla[torn]

John Warner of Providence in the County of Providence Commander of [the] Sloop of War calld the *Yankey Ranger* of the Port of said [Providence] duly commissiond to cruise against the Enemies of the united [States of] America, comes into this Hone Court and gives your Honor to under[stand &] be informed that he together with William Rhodes of sd Providence Comm[ander of the] Sloop of War *Montgomery*[2] of said port of Providence who was also duly commissiond as [torn] being on a Cruise against the Enemies of the united States of America on the Twenty first Day of August A D 1776 on the high Seas they together with their officers and Mariners on board said Sloops took and captured the Brigantine called the *Bee,* with her Appurtenances command[ed] by one Thomas Davis together with her Cargoe, consisting of Coffee, Cocoa, Sugar, whale Oil, Cotton &c – bound from the Island of Dominica in the West Indies to the port of Lancaster in Great Brittain And which said Brigantine and her Cargoe at and before said Time of Capture belonged to and were the property of some of the Inhabitants of great Brittain or some of the Inhabitants of said Island of Dominica Subjects of the King of Great Brittain – And were carrying Supplies to great Brittain whose Fleets and armies are now employd and acting against the said united States of America, And the Libellant further Informs your Honr that he hath brought said Brigantine with her appurtenances & Cargoe into the Port of Providence for adjud[ication.]

Wherefore he humbly prays that your Honor would take the premises into your Consideration and grant out the proper process & Notifications in such Cases by law required and proceed in such manner as to your Honor shall seem Right and just

John Collins for the Captors

[Endorsed] Libel No 1. John Warner and Wm Rhodes vs Brig: *Bee*. Received Septemr 13 AD 1776 Trial Octor 1. 1776. Warrant to sell Issued Octor 2: 1776

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[1] Admiralty Papers, vol. 9, R. I. Arch.

[2] *Ibid.*, the ship *Betsy* and brigantine *Triton,* also prizes of the *Montgomery,* were libeled against on September 18.

MINUTES OF THE COMMITTEE ACTING IN RECESS OF THE RHODE ISLAND GENERAL ASSEMBLY[1]

[Newport] Friday Septemr 13th

Upon hearing the Petition of James Wallace and Henry Stevenson late Officers in the British Navy and now Prisoners in the Gaol at Providence Resolved That the Petitioners be permitted to go upon their Parole into either of the Towns of Smithfield, Gloucester, Scituate or Cumberland at the Discretion of the Secretary.[2]

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[1] RIHS Mss.

[2] Wallace commanded the British schooner *Hawke,* taken April 4, 1776 by the Continental fleet. Stevenson probably had commanded the *Glasgow*'s tender, taken April 6, 1776.

Connecticut Gazette, FRIDAY, SEPTEMBER 13, 1776

New-London, September 13.

Yesterday returned here from a Cruize, the armed Schooner *Spy,* Capt. Robert Niles, belonging to the State of Connecticut, and brought in with him the Schooner *Mary and Elizabeth,* commanded by Capt. Bruce, bound from Barbadoes to Halifax; her Cargo consists of 59 Hogshead of Rum and 8 Ditto of Sugar. – About 18 Days ago Capt. Niles took the Ship *Hope,* Capt. Quince, burthen 270 Tone, bound from St. Vincents to London; her Cargo consists of 257 Hogsheads of Sugar, 32 Puncheons of Rum, some Molasses, Cocoa and Coffee, and may be daily expected into some Port.[1]

In Lat. 38, Long. 65. Capt. Niles saw five large Ships, which he supposed were Transports, under Convoy of a large Man of War; the latter chased him a while.

Capt. Niles saw a Number of Vessels which he could have taken, had it not been for bad Weather. – He spoke the Captains [Seth] Harding and Packwood, six Days out from this Port.

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[1] *Hope* was recaptured by HMS *Galatea*. See Journal of HMS *Galatea,* September 4, 1776.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH[1]

[New York, September] 13th. – Four British ships, one of which was a two-decker, ran by the city up the East River. The cannonade and bombardment at Horn's Hook continued.

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[1] Abbatt, ed., *Heath Memoirs,* 51.

JOURNAL OF H.M.S. *Carysfort,* CAPTAIN ROBERT FANSHAW [1]

Septr 1776. Att Single Anchor off New York

Friday 13th AM the Ship quite clear, Ships Drt water Foreward 14 foot Aft 16 ft 5 Inches

Little Wind & Cloudy with Rain – At 4 PM the Signal was made aboard the Admiral, on which we Weighed & came to Sail run in for the Channel between Long Island & Governors Island, led by the *Phoenix* & *Orpheus* and followed by the *Roebuck,* each Ship at the Distance of two Cables length from each other, on our coming round Governors Island the Rebels began to fire their great Guns from their Batteries on New York, which was returned by the British Troops from their Batteries on Governors Island, & the Eastern Shore, Several Shot fell on board our Ship, Damaged the Sails [&] rigging, Spare Pump, some of the braces & part of the Mizen Top &c but hurt none of the Ships Company – Abt 5 Passed by all the Enemy's Batteries – At ½ past 5 Anchor'd off Bushwyck Creek in Company wth the above Ships, Do Moor'd with the Stream Anchor in Shore in 3 fam & the small Bower in 8 fam found Riding here His Majesty's Ship *Rose* –

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1. PRO, Admiralty 51/168.

JOURNAL OF H.M.S. *Eagle,* CAPTAIN HENRY DUNCAN[1]

Septemr 1776 Moored off of Bedlows Island

Friday 13th At 8 AM made the *Greyhounds* Sigl for a Petty Officer At 9 the Signal for a Petty Officer from the *Asia, Renown Carysfort, Roebuck Phoenix* & *Jersey*

Modr & Cloudy At 3 PM fired a Gun & hoisted a Blue & Yellow Flag at the Ensign Staff made at the same time, the *Phoenix, Orpheus, Carysfort* & *Roebuck*s Signals, which Ships got under way & Run up the East River and were fired at from the Rebels Batteries without returning a Gun At 6 the[y] Anchor'd, at which time was hoisted at our Foretopgallt masthead a Red & Yellow Flag with a Blue pendant over it, made at the same time the *Repulse*s Signal & the Parole Sigl with a Yellow Pendant At 11 Anchor'd here his Majesty's Frigate the *Galatea*

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1. NMM, Admiralty L/E/11.

JOURNAL OF AMBROSE SERLE[1]

[On board H. M. S. *Eagle*] Friday, 13th. September.

In the Afternoon, the *Phoenix,* Capt [Hyde] Parker, of 44 Guns, the *Orpheus* of 32 Guns, Capt. [Charles] Hudson, the *Carysfort,* of 28 Guns, Capt. [Robert] Fanshaw, and the *Roebuck* of 44 Guns, Capt. Hammond, sailed up the East River up to Bushwyck Bay. The Fort fired 4 or 5 Guns faintly upon them, as also a Battery upon a red Bank of high Land just above the Town; and were retorted upon very warmly by our Batteries on Governor's Island & Brookland. The Ships passed along under their Topsails, for the most Part; and, in supreme Contempt of the Rebels and their Works, did not fire a Gun. It was a fine Sight, if one could have divested one's Thoughts of the melancholy Reflection, that some Fellow-Creatures Lives were either taking away or in Danger, on account of the Villainy of the Rebel Leaders & Abettors. We could not perceive that the Ships recd. the least Damage; by an account afterwards, we found that the *Phoenix* had one man killed upon her Forecastle.

[1] Tatum, ed., *Serle's Journal*, 99–100.

JOURNAL OF H.M.S. *Orpheus*, CAPTAIN CHARLES HUDSON [1]

Septemr 1776. at Single Anchor off of Bedlows Island.

Friday 13th Light airs and fair. PM Empd as before[2] at ½ past 3 weighed and made sail up the East River p Sigl from the Admiral in Company with the *Phoenix*, *Carrisford*, and *Roebuck* passed the Town and Battery of New York which kept a Constant Fire at the Ships, without their returng One Shot. at ½ past 5 came too, with the Best Bower in 9 fathm in Bushwick Creek, found here the Rose.[3]

[1] PRO, Admiralty 51/650.

[2] Clearing the ship for action.

[3] Bartholomew James describes the above action, mistakenly dating it September 21, and confuses the position of the *Rose*. His journal reads:

> . . . The 21st, about three o'clock in the afternoon, his Lordship made the signal for us to weigh, in company with the *Phoenix*, *Roebuck*, *Carysfort* and *Rose*, with a very light air from the westward. At half past three the enemy's batteries opened and commenced a prodigious heavy cannonade on us, from which we were never a pistol shot till seven o'clock, and without once returning the fire; and though the shot went through and through us, we experienced little loss except in our rigging, which was terribly cut fore and aft, the people being all directed to lie down. The other ships were not so fortunate, having a number killed; among which was Mr. Hitchcock of the *Roebuck*, belonging to Falmouth who was to have dined with me on that day had not the service prevented it. We anchored in Kippes Bay at half-past seven, where the rebels were intrenched along the shore of York Island two miles, to the number of 15,000, and amused us all night with a constant fire from an eighteen-pounder, with which, from the darkness of the night or bad conduct, they only hit us twice.

Laughton, ed., *James' Journal*, 30.

DIARY OF DR. THOMAS MOFFAT[1]

On board H.M. Sloop *Swan* at Sandy Hook

Friday Septr 13th Noon Thermometer 70. P M passd up the *Galetea* Captn [Thomas] Jordan from Plymouth in nine weeks with Two Prize Ships retaken from the Pirates also a Brigantine and Schooner.[2] The Ships were from the west Indies. Captn Jordan came out after a Fleet with British and foreign Troops had passd through the [English] Channell.

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1. Thomas Moffat's Diary, LC.
2. The ships from the West Indies were *Sword Fish,* S. Kingsley, master, from Cape St. Nicolas Mole, and the *Heart of Oak,* E. Howell, master, from Cape François. The brigantine was the *William,* Joshua Bunker, from Bordeaux with gunpowder and small arms; the schooner, *Dolphin,* John Parker, from Philadelphia for Bermuda with flour and corn. Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

Secret Committee of the Continental Congress to the Maryland Council of Safety[1]

Gentn Philada Septr 13th 1776.

We have been applyed to for a supply of powder for the Continental Frigate built at Baltimore[2] which shou'd have been ordered down there, but as we understand you have a sufficient quantity at that place and as there is some powder due to the Continent from your State, we request the favr of you to supply Messrs Wm Lux, Saml Purviance and David S[t]ewart with four Tons and a half of gun powder for the use of the said Frigate and for proving her Cannon &c and hereafter we will repay you in powder the ballance that will then become due to your State, or supply you with more shou'd it become necessary. Your compliance with this request will save time and charges. It will also oblige the Secret Committee of Congress of which we are a quorum & we remain Gentn [&c.]

Robt Morris B Franklin
Richard Henry Lee Josiah Bartlett

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1. Correspondence of Council of Safety, Md. Arch.
2. The *Virginia.*

Minutes of the Pennsylvania Council of Safety[1]

In Council of Safety
[Philadelphia] September 13th, 1776.

Permission was given Christopher McClure, Tho's Gaskil, Isaac Tublin, & Benja. Cliffton, Blacksmiths, on board our fleet, to come to this City to work on Anchors, making by De Offley, for the Continental Frigates, if they are not already employed in the Service of this State.

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1. *Pennsylvania Colonial Records,* X, 716, 717.

Advertisement of Libel Against the Prize Schooner *Peter*[1]

Port of Philadelphia,
Pennsylvania, ss } To all whom it may concern.

Notice is hereby given, that a Court of Admiralty for taking cognizance of and trying the justice of captures of vessels, made pursuant to the resolves of the Honorable Continental Congress, and brought into this port, will be held at the Court-house in the city of Philadelphia, on Saturday, the

14th day of September next, at ten o'clock in the forenoon of the same day; then and there to try the truth of the facts alledged in the bill of Lambert Weeks, Commander of the Ship of war called the *Reprisal* against the schooner or vessel called the *Peter,* burthen about eighty tons, lately commanded by John Muckelno, with her tackle, apparel, furniture and cargo. To the end and intent that the owner or owners of the said schooner, called the *Peter,* and her cargo, or any persons concerned therein, may appear and shew cause, if any they have, why the same should not be condemned according to the prayer of the said bill. By order of the Judge,

Andrew Robeson, Register.

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1. *Pennsylvania Gazette,* September 13, 1776.

Maryland Council of Safety to Captain George Cooke [1]

No 184. To Captain George Cooke, Saint Marys County.

Sir, We have the pleasure to inform you that you were Yesterday appointed Commander of the Ship *Defence* now lying at Annapolis bound out on a Cruise; and the Honourable Convention have directed us to inform you of this appointment and to request your immediate attendance to take the Command of said Ship We are &c:

[Annapolis] 13 September 1776.

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1. Council of Safety Letter Book, Md. Arch.

Journal of the Virginia Council of Safety[1]

[Williamsburg] September 13th 1776

The Board, now resumed the Consideration of the Report made yesterday by the Navy Board; which is as follows viz.

The Commissioners of the Navy are of Opinion, that the Scheme proposed to them by the Council for the Importation of Salt, Clothing, and Medicines, for the supply of the Army, is practicable, and may probably be the means of providing those and many other Articles Indispensably necessary for the Army and Navy on much cheaper Terms, than they can be procured in any other way. They think the following Cruizers to wit, the Sloops *Congress, Scorpion, Liberty, Defiance,* and Schooners *Hornett,* and *Revenge,* may with propriety be spared for the purpose; and that they may be ready to take in their Cargoes by the 15th of October next. They have no doubt the Articles desired may be got in Europe on good Terms, but conceive these Vessels to be unfit for such a voyage; more especially, as their return, would probably happen in the winter season; they have therefore agreeable to the Request of the Council made out Invoices of the Cargoes that they Judge best suited to the Markets in the Foreign West Indies, and a Memorandum of such articles, suited to our wants, as may probably be purchased there to advantage.

Invoice of Cargoes for Six Vessels proposed to be sent to the Foreign West Indies on account of the Public viz.

Cargo for the Sloop *Congress,* 60 Hogshead of Tobo supposed a £10.

each	£600.–.–.
500 Barrels of Flour at 30/	750.–.–.
	£1350.–.–.

Cargo for the Sloop *Scorpion* 10 hhds Tobacco supposed at £10.

£10. each	£100.–.–.
250 Barrels of Flour at 30/	375.–.–.
	£475.–.–.

Cargo for the Sloop *Liberty* 10 hhds Tobacco supposed at

£10. each	£100.–.–.
250 Barrels of Flour at 30/	375.–.–.
	£475.–.–.

Cargo for the Sloop *Defiance.* 60 hhds Tobacco supposed at

£10. each	£600.–.–.
300 Barrels of Flour a 30/	450.–.–.
	£1050.–.–.

Cargo for the Schooner *Hornet.* 10 hhds Tobacco supposed at

£10. each	£100.–.–.
300 Barrels of Flour at 30/	450.–.–.
	£550.–.–.

Cargo for the Schooner *Revenge.* 20 hhds Tobo supposed at

£10.each	£200.–.–.
300 Barrels of Flour at 30/	450.–.–.
	£650.–.–.

The whole amount of the above Cargoes .... £4550.–.–.

To be purchased on James River, and Stored at Hoods, 90 hhds Tobacco and 900 Barrels of Flour.–

To be purchased on York River, and Stored at Cumberland, 60 hhds of Tobo and 500 Barrels of Flour.–

To be purchased on Rappahannock River, and Stored at Hobbs Hole, 20 hhds Tobacco and 500 Barrels of Flour.–

To be purchased on Potowmack river, for the Schooner *Speedwell* and Stored

at Alexandria, 60 hhds Tobacco supposed at £10 each	£600.–.–.
300 Barrels of Flour at 30/	450.–.–.
	£1050.–.–.

Mr Thomas Shore for James River, Mr George Park for York River, and Messrs Smith and Roan for Rappahannock River, are Recommended as proper Persons to purchase the above Cargoes–

Invoice of Goods to be purchased in return for the Cargoes of six Vessels proposed to be sent to the Foreign West Indies on Account of the Public viz

Cargo for Sloop *Congress,*	2000 Bushels of Salt supposed at 2s/6d	£250.–.–.
	Blankets to the amount of	600.–.–.
	Coarse Woollen	500.–.–.
	Sail Duck	500.–.–.
	Medicines	50.–.–.
	Oznabrigs	500.–.–.
	Checks and coarse white Linens	300.–.–.
	Powder	[500.–.–.]
	Arms & Swords	200.–.–.
	Port Charges &c	150.–.–.
		£3550.–.–.
Cargo for Sloop *Scorpion,*	500 Bushels Salt	£62.10
	Blankets to the amount of	200.–.–.
	Coarse Woollens	200.–.–.
	Sail Duck	100.–.–.
	Arms	300.–.–.
	Powder	100.–.–.
	Port Charges &c.	87.10
		£1050.–.–.
Cargo for Sloop *Liberty,*	500 Bushels Salt	£62.10.–
	Blankets to the amount of	300.–.–.
	Coarse Woollens	200.–.–.
	Medicine	47.10.–
	Sail Duck	100.–.–.
	Arms	200.–.–.
	Coarse Linens	100.–.–.
	Port Charges &c.	£ 165.–.–.
		£1175.–.–.
Cargo for Sloop *Defiance*	1000 Bushels Salt	£125.–.–.
	Blankets to the amount of	500.–.–.
	Coarse Woollens	500.–.–.
	Medicines	75.–.–.
	Sail Duck	300.–.–.
	Arms	300.–.–.
	Oznabrigs & Checks	300.–.–.
	Powder	400.–.–.
	Port charges &c	200.–.–.
		£2700.–.–.
Cargo for the Schooner *Hornet*	600 Bushels Salt	£75.–.–.
	Blankets to the amount of	200.–.–.
	Coarse Woollens	200.–.–.
	Medicines	40.–.–.
	Sail Duck	125.–.–.

Arms	200.–.–.
Powder	260.–.–.
Oznabrigs	100.–.–.
Port charges &c.	[150.–.–.]
	£1350.–.–.

Cargo for Schooner *Revenge*	800 Bushels Salt	£100.–.–.
	Blankets to the amount of	300.–.–.
	Coarse Woollens	300.–.–.
	Medicines	50.–.–.
	Sail Duck	250.–.–.
	Arms	200.–.–.
	Powder	200.–.–.
	Port Charges &c	100.–.–.
		£1500.–.–.

Total £11325.–.–. which upon the most moderate Estimate we suppose the Cargoes will sell for.–

The Return Cargo for the Schooner *Speedwell* to be hereafter Considered.

The Board having maturely considered the above Scheme do entirely approve thereof and thereupon it is, Ordered that agreeable to their Recommendation the following Gentlemen be appointed Agents to purchase the Commodities intended for Exportation viz Mr Thomas Shore for James River, Mr George Park for York River, and Messrs Smith and Roan for Rappahannock River. Also that Mr John Dalton be appointed Agent for Potowmack River – That the Agent on James River be instructed to purchase on as good Terms as the same can be procured 90 hhds of Tobacco and 900 Barrels of Flour, to be stored at Hood's – That the Agent on York River be instructed to purchase 60 hhds of Tobacco and 500 Barrels of Flour, to be stored at Cumberland – That the Agent on Rappahannock River be instructed to purchase 20 hhds of Tobacco and 500 Barrels of Flour, to be Stored at Hobbs Hole. And that the Agent on Potowmack River be instructed to purchase 60 hhds of Tobacco and 300 Barrels of Flour, to be stored at Alexandria
All which Commodities will be paid for by Warrants on the Treasurer within three Months from this day. –
And the several Agents aforesaid are to be instructed to procure the respective Commodities aforesaid so as to be ready at the Places where they are directed to be stored, by the 10th day of next month at latest. –

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1. Executive Communications, July 5, 1776–June 1, 1778, VSL.

Journal of the Virginia Navy Board[1]

[Williamsburg] Friday September 13th 1776 –

Mr Thomas Newton is desired to proceed as soon as he conveniently can to Edenton in North Carolina to enquire after and provide proper Materials

for the Rigging, fitting &c of the Galley's now Building at So Quay. and also to endeavour to procure in the lower parts of Nansemond County proper Vessels for the Transportation of Troops up the Bay –
Mr Thomas Whiting is desired to procure in Gloucester County as many Vessels as he may think Necessary to be employed in the Transportation of Troops up the Bay. –
Mr George Webb is desired to proceed up James River to View the present state of the Rope-Walk at Warwick under the direction of Capt Charles Thomas and to give such directions respecting the same as he may think Proper and also to endeavour to procure what Vessels he can for the Transportation of Troops up the Bay.
Mr Champion Travis is desired to attend in Williamsburg in Order to discharge any Business that may come before the Navy Board during the Absence of the Members this day sent on Business to different parts of the Country. –

1. Navy Board Journal, 57–58, VSL.

VIRGINIA NAVY BOARD TO THE COMMANDING OFFICER, JAMESTOWN [1]

Sir, [Williamsburg] September 13th 1776 –

You are requested to permit Lieut. Triplett to take the Cannon lying on the Beach near your Fort and afford him your assistance in conveying them to his Vessel.

By order of the Naval Board I am Sir, Yours &c
Thom^s Whiting 1st Comr

1. Navy Board Letter Book, VSL.

PURDIE'S *Virginia Gazette,* FRIDAY, SEPTEMBER 13, 1776

Williamsburg, Sept. 13.

Another vessel is arrived at Hampton with 1400 bushels of Salt, and a small quantity of rum. The captain informs, that he spoke a French ship, one of a fleet of 14 sail, Laden with goods, and bound for Delaware. A number of French officers were likewise on board, who intended to offer their services to the United States of America.

By letters from Cape Nichola Mole, of the 28th ult. we learn that two frigates had lately arrived at St. Domingo, from France, completely manned, in order to cruise off that island, and protect all American vessels within their limits. Two more frigates are daily expected, for the same purpose. These four frigates are to act in conjunction, with two Spanish frigates, which are stationed at Porto Rico, for the protection of all North American vessels. The Spanish captains are to pay equal attention to the general of St. Domingo's orders as to those of the commander at Porto Rico. There is every appearance of a speedy rupture between France, Spain, and Great Britain, as Spain and Portugal are absolutely now at war.

William Savage to John McCrohon & Co., St. Eustatius [1]

[Extract]
(Copy) Edinton 13th September 1776.

. . . this Opportunity will serve for me to apprize you that if you will lay your Shoulders to Business, We may have it in our Power to do a great deal with very little Risque – the Plan I propose is this to Charter every Vessell that you can come across, load them entirely with Salt and send them into me and I will load them in return with Produce, by this method You will observe the Salt Cargoes will be but little Risque and if the Vessel or Vessels arrive safe here We can afford to run the Risque of the Cargoes to the West Indies; In good Times, the very highest Freight that was given was a Dollar Pr Ton – We can afford now to give Two Dollars Pr Ton, as they will have so many Risques to run and for which a Double Freight will be a full Consideration – By your taking a Trip thro the English Islands, I take it for Granted that You may pick up any Number on those terms, as well as in the Foreign Islands – and it will be necessary to take out English Clearances, with English Bottoms, for Hallifax or St Augustine, which will protect them from the Kings Ships, at the same time it will be as necessary to take out Foreign Clearances, to protect them from Seizure by American Vessels tho' I should in Case of Seizure be able to explain this Matter on the Continent in such a Manner as to give Satisfaction . . .

[Endorsed] No 1 Edinton, 13th September 1776 Intercepted Letter of Intelligence –

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1. PRO, Admiralty 1/309.

Journal of the Council of West Florida[1]

At a Council held at Pensacola the 13th September 1776.

The Governor laid before the Board agreeable to the Minute of Yesterday the Opinion of the Attorney General & another Gentleman of the Law in Answer to the Question then proposed which was, whether he could be justified by the information then Communicated in laying an Embargo at this time on the Shipping bound to the Mississippi which he desired might be read & inserted in the minutes of this day and is as follows –

> Sir
>
> In Answer to your Excellencys Question of yesterday whether your Excellency would be Justified by the information then communicated in laying an Embargo at this time on the Shipping bound to the Mississippi, We have the honor of informing your Excellency that there is no doubt but by the known and Established Laws of the Land, the King may and Consequently your Excellency as his representative in this Province can in time of War by Proclamation lay an Embargo on all Shipping as well those of foreigners, as Others, this however is never to be done but in

Cases of Great & Urgent Necessity; thus Stands the Law upon the Subject –

And with regard to the legality of the affair under Consideration having Maturely considered the Matters Contained in the information we are with all due deference to your Excellency of Opinion that such information does not contain such legal Matters as is Necessary to Justify such a measure at this Juncture, we are &c.

E R Wegg E H Bay

His Excellency Governor Chester

And desired to know if the Gentlemen of the Board would still advise him to detain the Vessels bound for the Mississippi after having received the above Opinion. –

(The Chief Justice and Mr Livingston a Gentleman of the Law were also desired by His Excellency to give their Opinion who entirely agreed in Sentiment with Mr Wegg and Mr Bay)

some of the Gentlemen begged leave to decline giving an Answer and Others were Still of the same opinion that the Vessels should be detained – Upon which His Excellency read the following Paragraph (to wit) "Gentlemen I must beg leave to be excused from following your advice as the Gentlemen of the Law are of a very different Opinion (to wit) that the Information is not Sufficient to Warrant me to detain those Vessels any longer – I shall therefore give Orders that they may receive their Necessary papers and proceed on their Voyage." –

[1] PRO, Colonial Office, 5/634, 394–96, LC Photocopy.

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14 Sept.

John Langdon to Thomas & Isaac Wharton, Philadelphia[1]

Gentlemen – Portsmouth 14th Septemr 1776

Your favour of the 26th ulto is just come to hand, I join most heartily with you in hopeing, that the day is not far distant, when we shall have Peace and good Will towards Men, and our Trade renewed, so far (on its former footing) as shall be consistant with the true happiness and Intrest of both Countries –

The Charges you mention on the Iron shall Order paid p Colo [William] Whipple, and shall thank you for your Rect, as it must be Charg'd to the Continental Ship, as the Iron was intended for her[2] my most kind wishes to your good Families – with respect I am [&c.]

John Langdon

[1] John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

[2] The *Raleigh*.

JOHN LANGDON TO JOSIAH BARTLETT[1]

Dear Sir – Portsmouth 14 Septemr 1776

My absence for sometime past will no doubt plead a sufficient Excuse for my not writeing, and I suppose you'll say that your hurry must do the same on your part, let it be so then, we are on a Ballance. –

I've just return'd from Providence, where I've been after Guns, this is the third time, I've been, (and sent) to contract for Guns, and to endeavour to perswade those Gentlemen, who are employ'd to build the Ships there to lend me the Guns, which were already cast for our Ship, as they could get another sett cast for one of theirs, long before either could go to Sea. They seem'd at first to agree to it, and Voted in their Committee to spare the Guns, but with this proviso that I should contract with the Owners of the Furnace for a sett to be replac'd, and pay them their price, which was the unheard of Sum of One hundred pounds Lawf[ul] Money Pton, all this (however unreasonable it appear'd to me) I agreed to do, rather than not have the Guns, but notwithstanding this, when I came to see the Contract of the Owners of the Furnace (who by the way are included in this Committee of Mr [Stephen] Hopkins's for building the Ships) it appear'd such a one that I could not in Honour to the States, as Agent sign it, they (some of them especially the Messrs Brown's) declined taking me as Agent, but insisted that I should give my private Engagement to pay for the Guns at that price. I told them that my power was ample and equal to Govr Hopkinss who appointed them to build their Ships & contract for Cannon, they answered, that they did not doubt it, but said the Congress might think the price too high, and perhaps some dispute would arise. I even agreed to do this and in short any thing almost, that they in such an unreasonable manner asked, but what finally prevented my agreeing at last was that they insisted that I should pay one half down for those Guns, which they were to deliver me, which already had been paid for by the Continent, or should pay Intrest for the Money from the delivery of the Guns. – I told them if they would deliver the Guns, I would on my return home, send them Two or three thousand Dollars, and as soon as I could get Money from Philadelphia would pay the whole, as the Continent, would not pay Intrest, and this would be done long before the Guns would be cast for me, with which I was to replace those they lent me, which were not theirs, but the Continent's, such & many more, were the Arguments with those Gentlemen, to induce them to do no more than what I conceive was their duty, but all would not do, there seem'd to be a secret determination not to let me have the Guns at any rate whatever, unless an absolute Order from the Honbl Marine Committee, it appear'd to me, every advantage was to be taken of the Continent in their power, in the Price of Cannon. –

I've given great dispatch for Masts for both of their Ships at Providence, part of which had got round & they have just began to make them, the rest are on their way – take the Situation of their Ships, it appears to me impossible, that they should get to Sea in two or three Months, notwithstanding they tell the Committee they are almost already, and shall want their Guns – It is truly to be lamented, that there should be Guns belonging to the Continent laying at Providence near three or four Months past, and this Ship entirely waiting for them since June last, at which Time every Man might have been had for her, who are now gone either in the Army or Privateering, and the Ship might have Sail'd by the 1st of July without the least doubt, since which she might have taken more Prizes than would have paid for our whole Fleet, numbers of which have been within sight of this Harbour, and all this must be put up with, rather than the Furnace Owners (who are of the Committee and understand one another) should loose Ten or Twenty Pounds P Ton on casting the Guns for the Continent, or a Jealousy that the New Hampshire Frigate, would be ready about four Months before them at Providence – I should been very happy, if the Honourable Committee, had sent a Man, well acquainted with Ships to have seen who was forwardest, how built and the Properest place for that Business – Those Ships at Providence in all probability, could not have gone to Sea, either of them this Year, had they not got Masts from hence unless they had gone with improper ones, not by any means to be depended on.

I think it my duty as Agent, to lay this matter before the Honble Committee, as I tho't the Continent ill treated & myself insulted, by their dragging me at the Continental Expence from this place to Providence, twice or three times under pretence of contracting for Cannon, when I was first up in June, they said Seventy pounds would be the price, little after Eighty pounds, soon after Ninety Pounds, and now by their Letter before my going up, the last time, One Hundred Pounds p Ton, upon which I went up least it should be Two hundred pounds p Ton – They have cast considerable number of Cannon for private Ships, thro the Summer, some of which are Nine Pounders – with great Respect I am [&c.]

John Langdon

[Note by Langdon] The above wrote to Mr Hancock also, as President of Marine Committee at the same time – p Post.

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1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOHN LANGDON TO JOSIAH BARTLETT[1]

Dear Sir Portsmouth 14th Septemr 1776

Inclos'd is a long Letter about Cannon the Contents of which you'll mention to the Honourable Marine Committee, committed there will be no need of laying the Letter before them, as I've mentioned the same to Mr Hancock – Mr [John] Wheelwright our 2d Lieut for the Ship has left us, therefore have appointed another to act till the pleasure of the Comme is known Mr Josiah Shackford will rise from 3d Lieut to be 2d, in room of Wheelwright, and Mr Hopley Yeaton to be 3d Lieut, this you'll please mention to the Comme immediately and send down a Certificate of Mr Yeatons appointment P return of Post – If the Commissions are ready they will stand in the following Order – Viz –

Capt.	Thomas Thompson		
	Peter Shores –	1st	Lieut
	Josiah Shackford	2d	ditto
	Hopley Yeaton	3d	ditto

Your [&c.]
John Langdon

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1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

Journal of the New Hampshire House of Representatives [1]

[Exeter] Saturday, Sept. 14th 1776

Whereas Capt. Lionel Bradstreet is now a State Prisoner in this State (lately commander of the *Nelly Frigate* lately taken & bro't into the Port of Piscataqua by two Continental Armed vessels,)

Voted that he have leave and be Permitted to depart this State, & repair to Boston or to Maryland or Virginia or any Port or place on this Continent in order to get a passage home to his Family in Great Britain. Sent up by Mr. Cutts. [Concurred].

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1. Bouton, ed., *Documents and Records of New Hampshire,* VIII, 335.

Journal of the Massachusetts Council[1]

[Watertown] Saturday Septr 14th 1776

Bonds being given by Isaac Snow, James Leech & Ebenr Prout a Commission was Issued out to the said Isaac Snow as Commander of the Schooner called the *America* and Instructions were given him accordingly

The Committee of Correspondence, Inspection, & Safety for the Town of Newbury Port Would beg leave to Represent to Your Honors that a Sub Committee was appointed by them to Inspect all Vessels Arriving at or Departing from this Harbour that the Regulations of the Honble Congress of this State might not be Violated that while on their Duty on board the Sloop *Two Friends* (which was some time past taken & bro't into this Place by Captns Obrian & Lambert, And acquitted by a Court of Admiralty held for this District) William Hazen Master bound for St Johns they were Informed of two Men that were bound to Nova Scotia in said Sloop and of whom it was Suspected that if not prevented they would be of real Damage to this State to let pass Upon further Inquiry we were Satisfied as to the unfitness of their going and prevented them it appeared they were to be sent by Mr Epes Sargent of Cape Ann (the one being his Son & the other a Master of a Vessel who had for sometime past been in his Employ) down to East Passage where he had a Snow and tis said a Schooner or two laying with Considerable Interest which we have Reason to think has for sometime past been Employ'd in and under the protection of that Government By a Letter from Mr Epes Sargeant which was wrote directly upon his being frustrated in this plan, to Capt Sayward Master of his Snow there and intercepted just before the Sloop sail'd fully Convinces us of the above Suggestions. – We are induced to Trouble Your Honors with this Information by a Report that the said Mr Sargeant did on his leaving this Town hire a two Mast boat in Ipswich & applied to a Friend in Salem who procured a Commission for said Boat that She has Actually sail'd it is supposed directly for East Passage and that his Son is gone in her. Which Your Honors will be pleased to Act upon as shall in Your Wisdom seem fit

In Behalf & Pr Order of the Committee

Jona: Titcomb Chr P.T.

In Council Septr 14th 1776 On the Representation from the Committee of Newbury Port relative to Epes Sargeant Read & Ordered that the said Epes Sargeant be notified to appear and make Answer in Council on Thursday the 26th day of September inst to such Matters as are in said Representation suggested to his Prejudice and that the Secretary be directed to serve him the said Epes Sargeant with a Copy of said Representation and this Order thereon and also serve the Committee of the Town of Newbury Port with a Copy of the above Order that they may appear if they think proper.

1. Mass. Arch., vol. 19, 231–32.

Acts and Resolves of the Massachusetts General Court[1]

[Watertown] September 14th 1776.

Whereas this Court is credibly informed, that two Negro men, lately taken on the High Seas, on board the Sloop *Hannibal,* and brought into this State as prisoners, are advertised to be sold at Salem the 17th Instant by public Auction.

Resolved, That all persons concerned with the said Negroes be and they hereby are forbidden to sell them, or in any manner to treat them otherwise than is already ordered for the treatment of prisoners taken in like manner; and if any sale of the said Negroes shall be made, it is hereby declared null, and void. And that whenever it shall happen, that any Negroes are taken on the High Seas, and brought as prisoners into this State, they shall not be allowed to be sold, nor treated any otherways than as prisoners are ordered to be treated, who are taken in like manner. –

Whereas it is necessary, in Order that the Ship *Boston,* Hector McNeil Commander, may be fitted out with all possible expedition, that she shou'd be immediately supplied with Guns this Court has resolved, upon certain Conditions to furnish her with. – Therefore Ordered, that the Committee for Fortifying the Harbor of Boston be, and hereby are directed to send forthwith by Water so many Cannon nine pounders with Carriages, & other Apparatus from those in, and about the Town of Boston, as shall be sufficient to arm said Ship to the Town of Newbury Port to be there deliver'd to Capt Hector McNeal, for the purpose aforesaid, and in case the whole number of nine pound Cannon above mention'd cannot be obtained from those in, and about Boston, then the said Committee are Impower'd, and directed to procure, and send to Newbury Port by Water so many as may be necessary to make up the deficiency from the Towns of Salem, and Marblehead, and give them others in lieu of the same from those in, and about the Town of Boston – and further Ordered, that the Agent for building the Continental Ships at Newbury Port be furnish'd by the Town of Newbury Port for the purpose before mentioned, with the five pieces of Cannon this State has lately purchas'd of said Town, and also with five other Cannon nine pounders, which the Town of Newbury Port has agreed to lend to this State with their Carriages &c. the Agent engaging to redeliver all the Cannon with their Carriages, and other apparatus beforementioned to the Order of this State, in case leave cannot be obtained from the Hon: Congress for said Vessel to cruize on this Coast for the Protection of the Trade of this State, and it is strongly recommended to said Agent to be as Expeditious as possible in fixing out said Ship.

[1] Mass. Arch., vol. 35, 251–52, 254.

JOHN BROWN TO GOVERNOR NICHOLAS COOKE[1]

Sir, Providence September 14th 1776.

I the Subscriber of Providence in the County of Providence and State of Rhode Island &c. Merchant request your Honor to grant a Commission or Letters of Marque and Reprisal to Abner Coffin Commander of the Sloop *Favourite* of which I am Owner. She is burthened about Seventy-four Tons, carries Ten Carriage Guns Four Pounders, and Ten Swivel Guns, manned with Eighty Men, and fitted with a suitable Quantity of Muskets, Blunderbusses, Pistols, Cutlasses, Powder Ball and other Military Stores. She hath on board Fifty barrels Beef and Pork, Six Thousand Pounds Weight of Bread, with some Flour, Rice, Beans, Pottatoes &c. Peter Ritt is First Lieutenant, Wilson Jacobs Second Lieutenant, and Jacobs Master. I am with great Respect Sir [&c.]

John Brown [2]

[1] Maritime Papers, Letters of Marque, Petitions and Instructions, 1776–1780, R. I. Arch.

[2] *Ibid.*, commission and instructions were issued the same day.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND[1]

[Providence] Sepr 14. 1776.

Meeting in Being &c

Voted That The Commtee purchase of Mesers Clarke & Nightingale one Thirteen inch Cable, of One Hundred and Twenty fathom, at Five pounds. L. Mony [illegible.]

Voted That Lieut. Chapin go to Plymouth &c. and Interest as many Seamen and Marines as he can, and that Mr John Brown supply him with Fifty pounds [illegible] for that purpose.

Voted That Mr Shaw, go to the Eastern Furnaces and [illegible] ingage a quanty of Shott for the Ships, and that Mr Joseph Brown be desired to give him the gua[ge] and Dimentions of those that are wanted.

Voted That Capt Christopher Sheldon be appointed to pay of the Board of the Seamen & Marines belonging [to] The two ships and that his Wages be raised one Dollar pr Day for his attendance &c.

Voted That Mr George Olney be not retained any longer in the pay of this Comtee. he having Nearly posted up the Books &c &c.

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1. Journal R. I. Frigates, RIHS.

Libels of Commodore Esek Hopkins and Captains Jabez Whipple, John Warner, and William Rhodes Against Various Prize Vessels[1]

State of Rhode Island and Providence Plantations,
Providence, ss.

Seven Libels are filed before me: First, In Behalf of Esek Hopkins, Esq; Commander in Chief of the Continental Fleet, against the Brigantine *Lawrence,* Burthen about 110 Tons, with her Appurtenances; and also her Cargo of Rum, Sugar, Limes, Sea Coal, wrought Copper, Tin Ware &c. George Leyburn, late Commander, bound from Barbados to Newfoundland, captured and taken by Nicholas Biddle, Esq; of Philadelphia, Commander of the Brigantine *Andrew Doria,* one of said Fleet.

Second, In Behalf of the said Esek Hopkins, against the Brigantine *Elizabeth,* Burthen 110 Tons, with her Appurtenances; and also the Cargo of said Brig, consisting of Salt, Flour, Rice, Riding Carriages, Turpentine, one Negro Man, &c. William Johnson Rysam, late Commander, bound from Cape Fear to the British Fleet and Army at New-York, and taken by the said Nicholas Biddle.

Third, In Behalf of Jabez Whipple, Commander of the private Sloop of War called the *Independence,* belonging to the Port of Providence, the Owners of and the Officers and Men belonging to the said Sloop, against the Ship *Aurora,* Burthen 210 Tons, with her Appurtenances; and also [her] Cargo of Sugar, Rum, Cocoa, &c. Gregor McGregor, late Commander, bound from St. Vincents, in the West-Indies, to Glasgow, in Scotland.

Fourth, in Behalf of the said Jabez Whipple, the said Owners of and Officers and Men belonging to the said Sloop, against the Brigantine *Fanny,* Burthen 146 Tons, with her Appurtenances, and also her Cargo of Rum, Sugar, Indico, Limes, Whale Oil &c. Samuel Lightburn, late Commander, bound from Antigua, in the West-Indies to the Port of London.

Fifth, in Behalf of John Warner, Commander of the private Sloop of War called the *Yankey Ranger,* in Company with Capt. William Rhodes, Commander of the private Sloop of War called the *Montgomery,* both of the Port of Providence, for himself, the Owners of and the Officers and Men belonging to the said Sloops, against the Brigantine *Sally,* Burthen 130 Tons, with her Appurtenances; and also her Cargo of Sugar, Whalebone, Oil, &c. Jacob Snowball, late Commander, bound from said Antigua to London.

Sixth, in Behalf of Daniel Tillinghast, Esq; Continental Agent in said State, and Messieurs Clark and Nightingale of Providence, Agent for the Sloop *Montgomery,* belonging to the State of New-York, for and in Behalf of the Owners of and the Officers and Men belonging to the Continental Sloop of War, called the *Schuyler,* Charles Pond Commander, and the said Sloop *Montgomery,* William Rogers, Commander, against the Sloop *Charlotte* and her Appurtenances, which said Sloop *Charlotte* was laden with Intrenching Tools, John Cox, Master, late bound from Halifax to the British Army at New-York, and taken by the said Charles Pond and William Rogers, in Company.

Seventh, in Behalf of John Warner, Commander of the private Sloop of War called the *Yankey Hero* [*sic Yankee Ranger*], in Company with William Rhodes, Commander of the private Sloop of War called the *Montgomery,* both of the Port of Providence, for himself, the Owners of and the Officers and Men belonging to the said Sloops, against the Brigantine called the *Bee,* her Appurtenances, and her Cargo of Coffee, Cocoa, Sugar, Whale Oil, Cotton, &:. Thomas Davis, late Master, bound from Dominica, in the West-Indies, to the Port of Lancaster, in England.

All which said Vessels, with their Appurtenances and Cargoes, against which said Libels are filed, the Libellants say, they have lately captured and taken as Prizes, and have brought the same into the Port of Providence, in said State, for Trial; and that the said Vessels, their Appurtenances, and Cargoes, before and at the Time of Capture, belonged to and were the Property of some of the Inhabitants of Great-Britain, or some others, Subjects of the King of Great-Britain, and were carrying Supplies to said Subjects, in Support of the British Fleets and Armies, now acting against the United States of America.

The Justice of the aforesaid Captures will be tried, at the Maritime Court erected for the Trial of Prize Causes in and throughout said State, to be holden at said Providence on the first Day of October, A.D.1776, at the Hour of Ten in the Forenoon.

This Notice is given pursuant to Law, that the Owner or Owners of said Vessels, Appurtenances and Cargoes, respectively, or any Person or Persons concerned therein, may appear and shew Cause, if any they have, why the same, or any Part thereof, should not be condemned.

John Foster, Judge of said Court.

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1. *Providence Gazette,* September 14, 1776.

LIBELS OF JOHN COLE AND COMMODORE ESEK HOPKINS AGAINST CABLES, ANCHORS AND NEGRO SLAVES[1]

State of Rhode-Island and Providence Plantations.

Providence, ss.

Two other Libels are also filed before me: First, By John Cole, Esq; as Advocate, for and in Behalf of said State, against three Large Cables and two large Anchors, which late belonged to the British Ship of War, called the *Scarborough;* which said Cables and Anchors were captured and taken by John Grimes, Commander, his Officers and Men, belonging to the Row-Galley called the *Spitfire.*

Second, in Behalf of Esek Hopkins, Esq; Commander in Chief of the Continental Fleet, against Seven Negro Slaves; late in the Service of the King of Great Britain, on board one of his Ships called the Bomb Brig,[2] a Vessel of War, sent against the United States of America, and lately taken by the said Fleet; which said Cables, Anchors and Negroes, the said Libellants say, they have brought into the Port of Providence, in said State, for Trial.

The Justice of the abovesaid Captures will be tried, at the Court erected in and for said State for the Trial of maritime Causes, to be holden at said Providence on the 1st Day of October, A.D. 1776, at the Hour of Ten in the Forenoon.

This Notice is given, pursuant to the Laws of said State, that the Owner or Owners of said Cables, Anchors and Negroes, or any Person or Persons concerned therein, may appear in and shew Cause, if any they have, why the same should not be condemned.

John Foster, Judge of said Court.

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1. *Providence Gazette,* September 14, 1776.
2. H. M. Bomb Brig *Bolton.*

Providence Gazette, SATURDAY, SEPTEMBER 14, 1776

Providence, September 14.

The Privateers *Montgomery* and *Yankey Ranger,* of this Port, have taken three large Brigs, bound from the West-Indies to England, laden with Rum, Sugar, Coffee, Cotton and Oil. They are all arrived in a safe Port.[1]

We hear that Capt. Samuel Dunn, in a Privateer from Swanzey, has taken a large Brig, with 260 Hogsheads of Rum.

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1. The prizes were *Sally, Bee* and *John.*

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH[1]

[New York, September] 14th. – The British sent three or four ships up the North River, as far as Greenwich. The cannon and stores were removing from New-York, during the night.

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1. Abbatt, ed., *Heath Memoirs,* 52.

JOURNAL OF H.M.S. *Carysfort,* CAPTAIN ROBERT FANSHAW[1]

Sepr 1776.	Att Single Anchor off Bushwick Creek East River
Saturday 14th	AM sent the Boat on Shore Watering, Do the Sailmakers empd mending the Sails, & people repairing the Rigging, Do the Ships Company on Deck all Night & ready for service

Mod Breezes & fair Wear – PM empd Watering & getting the Ship clear for Action Do cleard Hawse – At 6 several Great Guns were fired, both from the Enemy in New York & the British Troops on Long Island – At 7. five Transports came pass'd the Enemy's Batteries & anchor'd here –

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1. PRO, Admiralty 51/168.

Journal of Ambrose Serle[1]

[On board H. M. S. *Eagle*] Saturday, 14th. Septr.

Late last Night arrived Capt [Thomas] Jordan in the *Galatea* of 20 Guns from Plymouth, which Place she left on the 10th. of July. He brought us Advices, that the Hessians were only sailing from England, when he left it, and that, being in heavy-sailing Dutch Transports, we cannot expect their Arrival here for a great while to come, and especially if they come into the Course of the equinoctial Winds, by which they may be probably driven to the West India Islands, and not be able therefore to sail hither before the Spring. He also brought an account, that the Sea to the South-East from hence, & about Bermuda, and to the Lat. of 32°, is greatly infested by American Privateers, who have taken several of our West India merchant men, and that the Rebels are fitting out every Vessel that can sail for that Purpose. This Intelligence was very unpleasant altogether. A few such swift-sailing Ships as the *Galatea* would soon disperse or destroy these Free-booters; and 'tis presumed they will be employed.

Five Transports sailed up the East River this Evening to join the Man of War, who went up last Night. Many Shot were exchanged upon the Occasion. I saw a House or Part of a House in the Town tumble down, by a Ball from one of our Ships or Batteries. Three men of War were to have passed up the North River at the same time, but were prevented by an accident.

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1. *Tatum, ed., Serle's Journal,* 101–02, 102–03.

Minutes of the Pennsylvania Council of Safety[1]

In Council of Safety,
[Philadelphia] September 14th, 1776.

Resolved, That Capt. [Joseph] Blewer & Mr. [Francis] Gurney be Empowered to contract with some person or persons to fill up & Compleat the Peers sunk in the Chanel of the River Delaware, near fort Island, and fix the Chain for stoping the Navigation upon an Immergency.

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1. *Pennsylvania Colonial Records,* X, 717, 718.

JOHN ADAMS TO ABIGAIL ADAMS[1]

[Extract] Philadelphia Saturday Septr. 14. 1776

Yesterday Morning I returned with Dr. F. [Benjamin Franklin] and Mr. R. [Edward Rutledge] from Staten Island where We met L[ord] H[owe] and had about three Hours Conversation with him. The Result of this Interview, will do no disservice to Us. It is now plain that his L[ordshi]p has no Power, but what is given him in the Act of P[arliament]. His Commission authorises him to grant Pardons upon Submission, and to converse, confer, consult and advise with such Persons as he may think proper, upon American Grievances, upon the Instructions to Governors and the Acts of Parliament, and if any Errors should be found to have crept in, his Majesty and the Ministry were willing they should be rectified.

[1] Butterfield, ed., *Adams Family Correspondence,* II, 124.

WILLING, MORRIS & CO. TO WILLIAM BINGHAM, MARTINIQUE[1]

Sir, Philada Septr 14th 1776

Your several favours of the 2nd, 15th & 26th August have come duely to hand, the last by the *Reprisal* Capt. Wickes who arrived here Yesterday without having taken any more Prizes or met with any Remarkable occurrence. We shall reply to the Contents of your letters in the order they stand or at least to such parts as require an answer —

The observations you make on the different modes of Conducting a Commerce between Europe & this Continent through the Islands of Martinico & St Lucia are very proper, they are what have frequently occurred to us, but do not remove the only difficulty we have to encounter, which is the establishing proper Funds in Europe as a foundation to Trade on. Our Produce is bulky & little Value in it requires large Ships for the Transportation, large Ships are much exposed to Capture and indeed we have not many of them left, so that, you see us encircled with difficultys in this respect, for this reason & for this reason chiefly we like the Idea of Your agreeing with some Good French House in the Island to Import certain quantitys of Goods as for his own Account to be delivered over to you on arrival at a Certain advance. You do not mention what advance wou'd be expected, which we are sorry for as that is a material point, however We advise that you immediately make such a bargain on the best terms in your power, with some House of Established good Reputation for honorable & punctual dealing, you may agree with them to import in this way the Value of Two Thousand pounds Sterling to be wrote for immediately and sent out with all possible expedition. If they can be shipped from France so as to be out with you in all the Month of Decr & January we wou'd wish nearly the whole Amount to Consist of Woolen Goods fit for Winter Wear, Blankets, Cloths chiefly Coarse, Coatings, Flannells, Worsted & Yarn Stockings some Good Silk Stockings, Threads, Pins, Needles, Sewing Silk, Mohair Twist & Buttons, but if they are to arrive later you must order an assortment of Sail Cloth, Coarse & fine linens, sheetings &ca We will keep shipping to you the Produce of this Country to enable Punctual payment, but we think you had best make it a part of your bargain that You shall have liberty to Ship from Martinico to old France any Tobacco or Indigo we send you on your own Account & they to Receive the Nt pceeds there in payment for the Goods & then if you dont like the prices offered you in Martinico you can ship your Goods to a second Market – Monsr Begorrats Sloop is not yet arrived, when she comes in you may depend on a faithfull attention to his orders & interest[2] and that the same will be extended to every Concern put under our care and as you think it might facilitate or promote these Consignments to take a Concern with them occasionally We agree that you shou'd interest us jointly with yourself any part you may think proper & Prudent in such Vessells & Cargoes as come to our Address you holding one half we the other half of whatever share you thus adopt.

We observe you mention several Vessels at St Lucia that might be Chartered or bought upon Good Terms & we have no objection to your buying or Chartering some of them provided You can get Salt or Mollasses to load them with; Cargoes of those Articles Cost but little Money & will sell for a great deal therefore You may execute of this plan as much as You think proper for our joint Accounts or take in some more partners so as to reduce the risque to thirds or fourths just as you like best & use such precautions as you think most likely to bring them safe here, and as you will know from France whether Insurances can be made there or not, you can give orders for Insurance if you find it can be obtained on reasonable terms, but let it be made for the whole Voyage & not for so many Leagues clear of the Island & so many clear of this Coast as mentioned in your letter, which woud Subject us to many perplexing disputes, you woud pay the premm & never know whether you were Insured or not — We (say R M the writer hereof) does not see any impropriety in your attending to Commercial matters as that will not prevent your attending carefully & assiduously to the more Important matters committed to your charge, but at the same time we dont think it will be much to your advantage to seek extensive Connections as most of the Trade from this Continent must be Carried on in Small Vessells and the Masters chiefly insist on the Consignments or they will not go the Voyages, and we shall make a point now that you are safe arrived & well established to keep you well supplyed with Goods both on Publick & Private Account, however do herein as you think proper We advise you to write to Mr John Dorsius at Charles Town, So Carolina, & to the Honble Archibald Bullock Esqr President of Georgia, informing them of your establishment at Martinico & offering them your assistance in the Sale of Rice, Indigo &c and in procuring for them Powder, Arms & such other Articles as they may want in Return. Mr Bullock is President of Georgia & not a Merchant but he may recommend You to their Merchts & I will get the Delegates to write him on the Subject. Mr Dorsius is well established at Charles Town & doing much business there. You may also write Messrs

Smith & Hughes Merchts at Edenton No Carolina & to Colo. Benjn Harrison of Berkely, Charles City County Virginia. We like your plan of a Voyage to Dantzig but its too soon for the execution of it

We shall send the Maccaliao Snuff forward to Colo Harrison who will think himself much obliged to you for it We have letters from Mr Bealle who arrived at Bourdeaux the 6th June but finding it impracticable to transact his business there, he had gone for Holland where he expected to Succeed, but we dont yet know whether he will come out to St. Eustatia or your Island, it is most likely to the latter as we immagine he must land his Dutch Goods in France & Reship them from thence he will bring his whole value in the one single article therefore you must only Contrive to get it here in the best manner you can at present this place, Virginia & Occracock Inlet No Carolina are the safest places but theres no saying how long they may remain so, the best way will be to divide it amongst some good fast sailing small or armed Vessells but if he arrives whilst this Sloop *Independence* Capt [John] Young is with you, We think it so good a Conveyance that we shoud be for risquing the whole or greatest part by her You & Mr Bealle must lay your heads together and Contrive to send it safe one way or other & Remember that you shall have other Armed Vessells sent to your address besides this Sloop.

Capt Wickes has not yet landed the Goods but we doubt not they will answer very well we shall make the most of them & hope very soon to transmit You a pleasing account Sales – It now Remains that we enable you to pay for them as speedily as possible and we shall also attend most Carefully to this Circumstance by shipping you Goods for that purpose We wou'd gladly have sent some by this Conveyance but the Sloop is full & the Goods belong to the Publick therefore we must wait another Opportunity, indeed we mean to seek out for a Sloop that will answer to the papers you have sent and if we can meet one will load her immediately but shou'd that not happen we shall get others and shall ship you some Tobacco as well as flour. we will also Contrive if we can to send You some Rice & Indigo from Carolina or Georgia

You will doubtless have learned that West India property is now liable to Confiscation as well as British Consequently your plan in that respect will not do, so long as the French remain in Peace it is probable that French Papers may prove the best Cover, especially in your Seas. You ask what Articles are most in demand here or what are likely to be most so, to which we may safely reply that every thing is wanted, it is hardly possible to go amiss. However Woolens will undoubtedly yield the greatest Proffit if they can possibly be got here before the Winter is over Linens also Continue in full demand notwithstanding a most glorious Crop of Flax was gathered the last Season, but we have not Weavers & Manufacturers to Work it up fast enough, We think Hosiery of every kind will be exceedingly wanted, Cotton & Wool Cards, Pins, Needles, Ravens Duck or other Cloth fit for Tents, Muskets & Powder must Continue in demand whilst the Warr lasts & so indeed must every kind of European Manufactures, Medicines are much called for, West India Produce is dear, Mallasses upwards of 4/ pGalln Sugars 60/ to 90/ p Ct Rum 6/ to 10/ pGalln In short you may keep Shipping us Goods as you meet with good Conveyances but not too much Value at a time especially in unarmed Vessells.

The Sloop *Independence* by which this goes We deem an exceeding good Conveyance & shou'd have no objection to your Shipping to the Value of fifteen hundred or Two Thousand pounds by her especially as you expect Goods to be plenty & Cheap by the time she will be with you, But as we have proposed a good deal of bussiness to you & pointed out Several purchases to be made you will naturally say where are the Funds & these we must try to establish for you and will do it with all possible expedition. We wish you wou'd immediately either Charter or buy a good fast sailing Sloop or Schooner and dispatch her for Edenton in North Carolina Consigned to Messrs Hewes & Smith Merchts there with some Salt, Mollasses, a few Sugars, alittle Rum, Dry Goods an assortment of any or all these Articles to the Value of five or Six hundred Pounds & they will immediately send her back to you with a Cargo of Fine Tobacco for we have bought a Considerable quantity which now lies there waiting for Vessells to carry it away Edenton is up Occracock Inlet. As We understand Monsr Begorrats Sloop is afine Vessel ready Armed and that he intends she shall be sold, we may probably buy her unless she goes too high which it is very likely may be the case as such Vessells are much wanted and we shall give her afair Chance at Public Vendue, but if we buy her our present View is to send her from hence to Carolina & thence to You with Rice & Indigo by which means we can make up a very valuable Cargo and, of Course lodge Funds for the several purposes we have pointed out to you –

We like your Idea of Importing Medicines from the Mediterranian and wish you wou'd immediately write to Mr Estevan Cathalan Mercht at Marseilles probably you know him he is a most Respectable Mercht inform him of your establishment at Martinique and tell him your Connection with us indeed we will if possible inclose you a letter for him p this Convey and request him to ship you soon as possible the Value five hundred pounds Sterling in an assortment of Medicines of which we will enclose a list if we can get it in time, Peruvian Bark is exceedingly wanted but Cadiz is the best place to get that Article from however you must Contrive in the best manner you can to procure it & always write for Medicines of the very best quality You will inform Mr Cathalan that you will be constantly receiving remittances from hence & that you will very speedily remit him the Cost of whatever you order from him – Messrs Saml & J. H. Delap of Bourdeaux have offered us Credit to the Extent of £ 4 or £ 5000 Stg or more if we engage they shall not be disapointed of remittances therefore We have requested them to Credit you to the Extent of Two Thousand Pounds Sterling. And you may immediately write to them for that Value in an assortment of such articles as you think from the Course of these & other advices will answer best to tranship from Martinico hither, press them to dispatch the Goods quick as possible and engage for the remittances being made within twelve Months probably they may go to hand in much less time, enclosed you have an open letter to them on this Subject We mean these Goods on your & our joint Account, but they will probably Send you others for us beside which you'l take proper Care off. We have lately recd a Cargo of Sail Cloth &c from Mr Andw Limozin of Havre deGrace who used us extreamly Well & is justly entitled to a preference of bussiness in that place write to him to Ship you the value of £ 1000 Stg in Woolens immediately he can readily get them and you will also find an open letter to him, with a Sealed one, these Goods also to be on your & our joint Account, but he may probably have others to send for us which you'l take care off.

Mr John Ross of this City is now in Europe and will ship out Goods by various ways for us, and our Thos Morris is with Mr Deane at Paris they may probably do the same. We depend on Your care in forwarding & Receiving any Goods that may come for us, and as this letter is now Spun out to a pretty good length we will close it altho we shall probably write You another by this Conveyance being Sir [&c.]

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1. Papers of Robert Morris, LC.
2. Pierre Begozzat, Martinique merchant.

THOMAS RODNEY TO CAESAR RODNEY[1]

[Extract] Dover Sepr 14th 1776 –

Brown informs me that small vessels are much wanted [at] Philada – Stockly says he was Offered £ 350 for his; My Sloop [is] worth a great deal more than his, & if what he says be true perhaps she may sell for £ 400 – She Carries about 1200 bus is 2 years old, very sound & well found, sails & Riging all good – If you should hear any enquiry for such a one, please to sell her & I will send her up immediately – At any rate shall send her up soon to sell her as she is of little use at present[2]. . .

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1. Ryden, ed., *Letters to and from Caesar Rodney,* 118, 119.
2. *Ibid.,* 121, Caesar replied to Thomas on September 17 urging him to send the sloop to Philadelphia "imediately for the purpose of haveing her Sold" because "the demand cannot hold Long."

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Saturday, 14th September 1776.

A Certificate dated July 25th of the Review of a Lieutenants quota of marines recruited by Lieutenant Henry Stratton of the *Hero* Galley, was returned and filed, the said Henry Stratton having taken the oath of Fidelity to this Commonwealth also received his Commission dated this day.

Permits issued to the Schooners *Kitty,* and *Good Intent,* Captains Stevens and Sea Brooke, outward bound, to trade at Hispaniola, or other foreign Port, allowed by Congress, a manifest of their Cargoes was lodged and filed.

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1. McIlwaine, ed., *Journals of the Virginia Council,* I, 160, 162.

JOURNAL OF H.M. SCHOONER *Porcupine,* LIEUTENANT JAMES COTES [1]

September 1776 Cape Nichola SbE 5 or 6 Lgs

Saturday 14 A M at 4 Off Bonnet of the F Sail at 5.. 6.. & 7 TaKd Saw three Sail to the Eastwd Saw the Land, Out Reefs, on Bonnets – Saw 2 Sail in Shore at 8 Cape Nichola Mole, SbE Diste 11 or 12 Lgs at Noon TaKd the Ship to Windwd fire a Gun

Modt Breezes and Cloudy at 3 P M the Ship & Snow to Windward, brought to, fired a Gun & hoisted a Jack at the M T. Gt Mt head, we took her for the *Squirrel* and made the Signl but as she did not answer it fired a 3 Poundr at the Ship & bore away She firing at us several Shot, At ½ past 4 she made our Signal and fired a Gun not shotted, brot too & found it to be the *Attalanta* with two Packets under Convoy, & at 5 md Sail in Co with her.

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[1] PRO, Admiralty 51/702.

JOURNAL OF H.M. SLOOP *Atalanta,* CAPTAIN THOMAS LLOYD[1]

September 1776 Island Tortuga ENE 5 or 6 Leagues –

Saturday 14 at 4 AM fired 2 Guns made the signal to wear and sail on the other Tack at 6 out 2d and 3d reef topsls and set Mizn topsl at 7 tacked a Strange Sail in Company

Moderate breezes and cloudy wr at 3 PM fired a Gun and made the Signal for the Convoy to come under our Stern, at 4 repeated the private Signal, made sail and gave Chace fired 7 Six pounders and 2 Swivels at the Chace ½ past 5 the Chace brot too proved to be His Majesty's Schooner *Porcupine* – Cape Nichola SW 5 Leagues

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[1] PRO, Admiralty 51/75.

JOURNAL OF H.M.S. *Maidstone,* CAPTAIN ALAN GARDNER[1]

Septemr [1776] Turks Isld S23E – 151 Leags

Saturday 14 AM 5 Out reefs. – Saw a Sail in the SW. Set Studg Sails. Sent the Barge and Cutter Mann'd and Armed after the Chace. 8 Observed the Chace to Fire at the Boats, Saw the Boats board her: 9 the Boats returnd with a Schooner from C Nicola to Boston,[2] Seized her. – Took out the Master and People. – Sent a Mate and 6 Men to take Charge of her.

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[1] PRO, Admiralty 51/572.

[2] Schooner *William,* master's name not given, see Gayton's Prize List, under October 8.

DECLARATION OF JOHN DOUGLASS[1]

September 14th 1776 – 8 o'Clock in the Morning Comeing in the Mole of St Nicholas, I, John Douglass, Commander of the Schooner *Lady Caroline,* come from Philadelphia Loaded with Flour, Kegs of Biscuit, Fish, Pork, Cheese, Gammons &c &c

I declare I was at Five o'Clock in the Morning within Five Miles of the Land & North of the Point of St Nichola Mole in the Island of St Domingo. I have been chased by one English Frigate & a Sloop, and them two pursued me fireing a great many Shot at me both Nine Pounders & Swivels, til the Sloop came to the distance of one Mile from the Entry of the Port of St Nicholas Mole; where I saw a French Frigate with her Colours flying and she firing several Shot but it being Calm she could not get out of the Harbour, but I saw her send a Sloop out of Sixteen Guns, with two of her Barges, towing ahead the French Frigate, having part of her Sails unbent and was Setting up her Main Rigging, Main Top Mast and Main Top Gallant Mast was also down. And she was getting ready as fast as possible to come out, the Sloop not minding the Shot stil kept her Pursuit not careing for the little distance I was from the Land, then I was oblig'd to abandon my Vessel with my People and I came into the Mole for protection And all the Inhabitants both ashore and the Shipping came running down to the Shore, they haveing seen the Event, I was sure I was near enough to the Land not to be Molest'd in the least, but to go in the Harbour Peaceably

I have Declar'd the above
in the Mole of St Nicholas
to all the Superior Officers } Signed Jn° Douglass

[Endorsed] Copy of the Declaration of John Douglass, Master of the North America Schooner Seiz'd by His Majs Ship *Squirrel,* annex'd to the claim of the Chevr de Monteil dat'd 16th Septr 1776.
[Endorsed] (A Copy) Clark Gayton

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[1] PRO, Admiralty 1/240. See Vice Admiral Clark Gayton's letter of October 8, 1776.

"A JOURNIEL KEPT BY EPHRAIM BRIGGS ON BOARD OF THE GOOD SLOOP *Warren* A BOLD PRIVATEER FROM DARTMOUTH TO THE LATTD OF 33:"[1]

Saterday September the 14 Day A D 1776 –

Latter Part Saterday Nine A Clock Saw A sail to Windard the [wind] at SW. standing to the NNE. A small Brease Run for Her Almost Calm [out] the oars Rowd for Her Lattd in 36:17. (scalded my self in the Cabose by Boyling water)

First Part these 24 hours Fine & Smoth in Chase after A Brig stearing to NW Five fir'd at Her Brought two Spoke With Her she was A french man From Portto prince Bound to Bourdou in France told no News

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[1] RIHS.

15 Sept. (Sunday)

MASTER'S LOG OF H.M.S. *Milford*[1]

Septembr 1776 Moor'd in Hallifax Harbour.

Sunday 15 AM Heel'd & Scrub'd the Ships Bottom Recd Water. Came onboard a Serjeant & a party of Soldiers to demand one of the Rebels that was taken in the *John* Transport he belonging to the *Independency* Privateer, who had deserted from the 43d Regement of Foot delivered him up as their Prisoner

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[1] PRO, Admiralty 52/1865.

WILLIAM WHIPPLE TO JOSIAH BARTLETT[1]

[Extract] Portsmouth 15th Sepr 1776

. . . it seems to be Settled that our Troops have quitted Long Island, the consequence I fear will be, that they must also Evacuate [New] York I have had a hint that Congress have directed Genl Washington not to destroy that City if he shod be obliged to leave it. is this right why shod we be so careful to furnish the Enemy with convenient Winter Quarters? it appears to me that the consequence will be that the States will be put to the Expence of five if not ten times, the value of that Cursed City which ought to have been destroyed long ago

It seems that are many Complaints about the Maritime Courts the Court here has acquited a vessel that ought to be condemn'd,[2] & other Courts condemn vessels that ought to be acquited, Mr [Jacob] Sheaf has had a ship condemn'd at Providence as British Property, she was bound from the west Indies for London, his property was transfer'd to prevent her being seiz'd by British ships, I really think his case hard he intends to petition Congress. another ship belonging to Capt [Tobias] Lear of this town under the same Circumstances is to be try'd at Salem to morrow[3] if this ship shod be condemn'd the Owners of her will also apply to Congress so it's probable you'll have business enough of this sort on your hands

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[1] Simon Gratz Autograph Collection, Case 1, Box 20, HSP.

[2] The brig *Elizabeth*.

[3] The ship *Polly* taken by the Massachusetts privateer sloop *Revenge*, Captain Joseph White.

MASSACHUSETTS COUNCIL TO CAPTAIN DANIEL SOUTHER[1]

[Watertown, September 15, 1776][2]

The Brigantine *Massachusetts* under Your Command and being Properly Armed & man'd and in other Respects fitted for a Cruize, You are hereby Ordered & Directed Imediately to Proceed to sea, & use Your utmost Endeavours to Protect the sea Coast & Trade of the united States, and you are Also Directed to Exert your self in makeing Captures of all ships & other Vessells, Goods, wares & Merchandize, belonging to the King of Great Brittain or any of his Subjects, werever Residing, Excepting only the ships & Goods of the Inhabitants of Bermuda & the Bahama Islands. and You are Directed not to Cruize farther south, than Lattd 34° North nor farther East than the Grand Bank of Newfoundland, nor farther West than the sholes of Nantucket, at All Times using necessary Precaution to prevent your Vessell from falling into the hands of the Enemy

And whereas you have Received a Commission, authorising you to make Captures as aforesaid, and a sett of Instructions have been Deliverd You for Regulating your Conduct in that matter, these Instructions you are hereby Directed Diligently to Attend to, and if you are fortunate as to make any Captures, you are to Order them to make the first Safe Harbour within the united States of America. And you are further Ordered, not to Expend Your Ammunition unnecessarily, and Only in times of Action or firing Alarm or Signall Guns. –

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1. Mass. Arch., vol. 165, 234–35.
2. The date is approximated; as late as August 23, the *Massachusetts* was still in need of more cannon, and on October 2 she "returned from a short cruise."

JOSEPH GREENLEAF TO ROBERT TREAT PAINE[1]

[Extract]

Dr Sr Boston sepr 15th 1776

Mr Austin is kind eno' to let me know that he is just going to set out for Philadelphia I thought I would imbrace the opportunity to let you know That we & our Ta[u]nton friends are all well – Capt Manley's appeal from a Judgment of a maritime court to The Congress is The occasion of Mr Austin's Journey – Altho' The capture of the Vessell[2] with Stolen good[s] belonging to several Merchants here is a lucky affair upon the whole, yet The trouble & expence attending the tryals at Portsmouth & Phila will settle a great loss upon the owners of the goods even Tho' They should be restored to them – It was generous in them to offer Manly £1000 Sterling after they were cleared by the Jury – I cannot see upon what principle the Jury could have condemned them. They were not the property of the enemy, nor treasure trove, but stolen goods: & it is every mans duty to detest Thieves. –

Our coast is infested with several Frigates & Cutters who frequently take our vessells & retake our prizes, Is it impossible to equip our Ships of War lately built ? If they are not soon at sea this town will be [i]n a distressed Condition, we shall not be supplyed with fuel for the approaching winter. –

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1. Robert Treat Paine Papers, MassHS.
2. The brig *Elizabeth* taken by Manley's squadron on April 2, 1776, containing goods looted from the merchants' stores and warehouses in Boston at the time of the British evacuation. See Volumes 4 and 5.

NATHANIEL SHAW, JR.'S ACCOUNT OF SALES OF THE PRIZES BRIG *Bolton,* SCHOONER *Hawke* AND *Glasgow's* TENDER [1]

Dr			Cr
	Sales of Brigt *Bolton* & Stores Schooner *Hawk* & ½ the *Glasgows* Tender Captured by Commodore Hopkins		
To Amo Sundry Charges, Wharfage &c	£ 38..10.. –	By Neet Proceeds of Vessells & Stores as pr Vendue Mastrs Accot	£ 1457..2. 2½
To Commissions on Sales @ 2½ pCt	44.. 7..7		
To the United States for One half –	846.. 2..9¾		
To the Captures for the other half	846.. 2..9¾	By Amo Sundry Stores taken out Brigt *Bolton* for the fleet	151..4..6
	£ 1775.. 3..2½		
To Marven Waits Bill omitted	18..——	By 2 Brass Howetts Ship'd to Exzl Shivers at New York	80..–..
846. 2. 9¾ 9 837. 2. 9¾		By Amo Sundry Slops from Brigt *Bolton* taken for the Fleet	86..16..6
			£1775..3..2½

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[1] Shaw Collection, Book 39, 34, 35, YUL. This account and the two following are undated. The date has been approximated to be about September 15. Three days earlier, Shaw had written that he had purchased the *Bolton.* See Shaw to Governor Trumbull, September 12.

NATHANIEL SHAW, JR.'S ACCOUNT OF SALES OF THE SCHOONER *John and Joseph*[1]

Dr Amo Sales of Schooner *John & Joseph* retaken by Captn Nicholas Biddle in Brigt *Andrew Doria* Cr

1776				
Apr	To p Guaging 43 Cask	£ 2..3..–	By 83 hhds & 3 bbs Molasses Conta 10202 Gallo @ 2/	£1020..4..–
	To Weighg Coffee & Coca	1..3..–	13545 lb Coffee @ 8d	451..10..–
	To Weighing & Storage 103 Cask Powder @ 1/	5..3..–	5 Bags Cocoa wt 4C..1t..21 lb @ 70/	15..10..7
	To Guagg & Storage 2 Tierces Rum	..3..–	2 Tierces Rum Conta 105 Gs 3/	15..15..–
	To Commission on Sales at 2½ p Ct	53..3..4	103 Cask Powder Conta 1578 lbs @ 6/	473..8..–
	To One half to the Former Owners	1032..6..1½	The Hull of the Schooner as she Came from Sea	150..–..–
	To the United States 2/3 of the above Salvage £ 688..4..1			£ 2126..7..7
	To the Captures 1/3 344..2..½	1032..6..1½		
		£2126..7..7		

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1. Shaw Collection, Book 39, 36, 37, YUL.

NATHANIEL SHAW, JR.'S ACCOUNT OF SALES OF THE GOODS SALVAGED FROM THE BRITISH PRIZE SHIP *Nathaniel and Elizabeth*[1]

Sales the Cargoe Saved from on Board the Ship *Nathl & Eliza* Captur'd
By the Brigt *Andrew Doria* Nicholas Biddle Commandr

Dr				Cr
To p[d] Charges in saving Goods Freight & Storage	£ 142..12..5	1776 Sepr 3	By Neet Proceeds of the Stores & 39 Hogsheads Rum 5 Hhds Sugar	£ 1053.. 8..1
To Wages pd the SeaMen British	105..10..4	Decr	By Neet Proceeds of 47 hhds Rum 5 hhds Sugar	2052.. 2..1
To Commissions on Cargoe @ 2½ p Ct	77..12..9			
To the United States 2/3 Cargoe	1853.. 3..–			
To the Captures 1/3	926..11..8			
	£ 3105..10..2			£ 3105..10..2
To Marvin Waits Bill omitted	6———			

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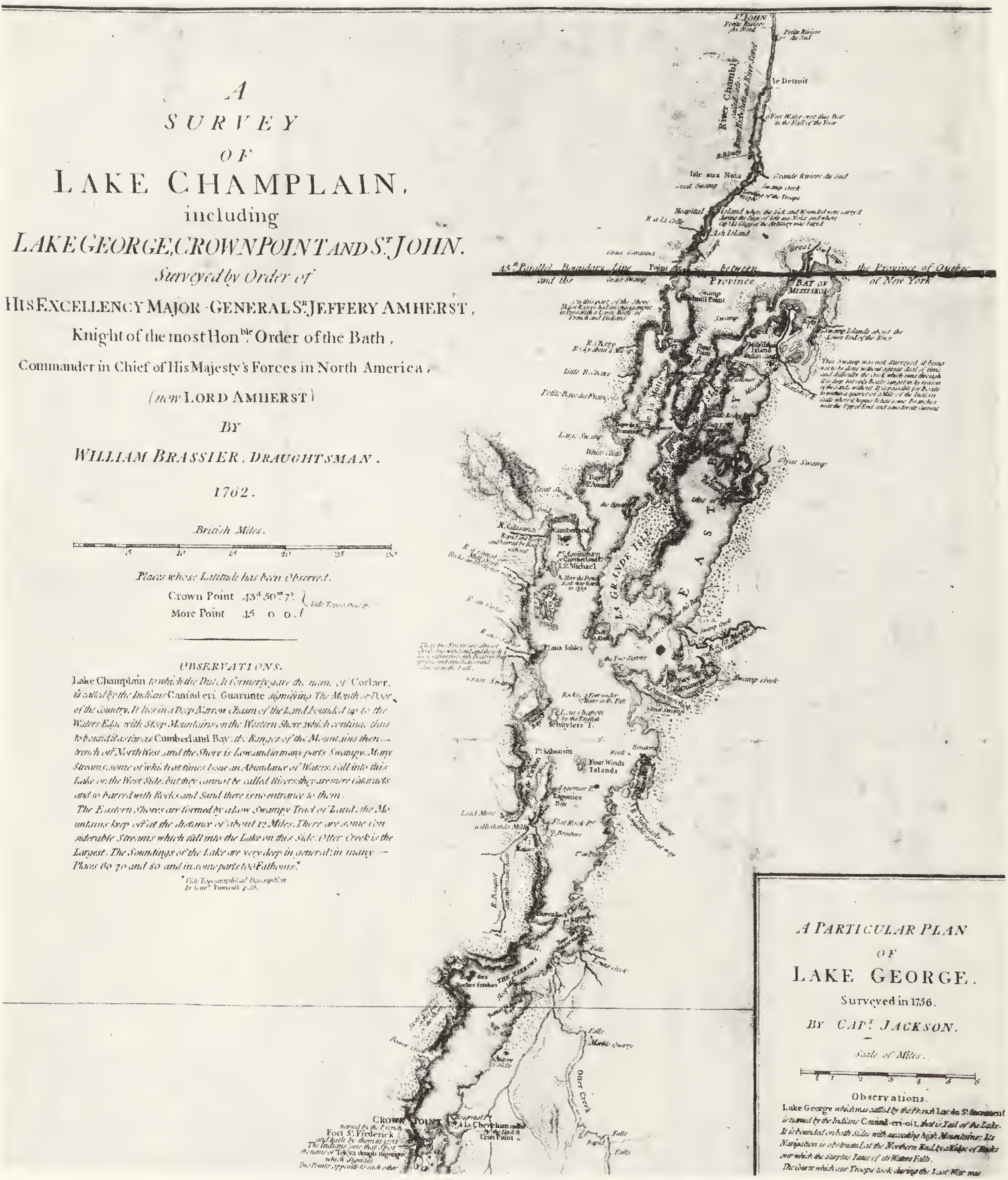
[1] Shaw Collection, Book 39, 34, 35, YUL.



A
SURVEY
OF
LAKE CHAMPLAIN,
including
LAKE GEORGE, CROWN POINT AND St. JOHN.
Surveyed by Order of
HIS EXCELLENCY MAJOR-GENERAL Sr. JEFFERY AMHERST,
Knight of the most Honble. Order of the Bath,
Commander in Chief of His Majesty's Forces in North America,
(now LORD AMHERST)
BY
WILLIAM BRASSIER, DRAUGHTSMAN.
1762.

British Miles.

Places whose Latitude has been Observed.

Crown Point 43d. 50m. 7s.
More Point 45 0 0.

OBSERVATIONS.

Lake Champlain *to which the Dutch formerly gave the name of* Corlaer, *is called by the Indians* Caniad eri Guarunte *signifying The Mouth or Door of the country. It lies in a Deep Narrow Chasm of the Land bounded up to the Waters Edge with Steep Mountains on the Western Shore which continue thus to bound it as far as* Cumberland Bay: *the Ranges of the Mountains then trench off North West, and the Shore is Low and in many parts Swampy. Many Streams, some of which at times Issue an Abundance of Waters, fall into this Lake on the West Side, but they cannot be called Rivers, they are mere Cataracts and so barred with Rocks and Sand there is no entrance to them.*

*The Eastern Shores are formed by a Low Swampy Tract of Land; the Mountains keep off at the distance of about 12 Miles. There are some considerable Streams which fall into the Lake on this Side: Otter Creek is the Largest. The Soundings of the Lake are very deep in general; in many Places 60 70 and 80 and in some parts 100 Fathoms.**

* *Vide Topographical Description by Govr. Pownall p.*

A PARTICULAR PLAN
OF
LAKE GEORGE.
Surveyed in 1756.
BY CAPT. JACKSON.

Scale of Miles.

Observations.

Lake George *which was called by the French* Lac du St. Sacrement *is named by the Indians* Caniad-eri-oit, *that is Tail of the Lake. It is bounded on both Sides with exceeding high Mountains; Its Navigation is obstructed at the Northern End by a Ridge of Rocks over which the Surplus Issue of its Waters Falls.*

The Course which our Troops took during the Last War was

5
10
15
20
25
30
St. JOHN
Petite Riviere du Nord
Petite Riviere du Sud
River Chambly
le Detroit
Isle aux Noix
Great Swamp
Grande Riviere du Sud
Swamp creek
Hospital
R. a La Colle
Ash Island
Great Savannah
45th Parallel Boundary Line between the Province of Quebec and the Province of New York
Point
Windmill Point
BAY OF MISSISKOY
Missiskoy Island
R. Chazy
Little R. Chazy
Petite Baie des François
Large Swamp
White Cliffs
Bay St. Amand
Great Swamp
R. Saranac
Cumberland Bay
Pt. Cumberland
I. St. Michael
LA GRANDE ISLE
EAST
Otter Creek
Gros Swamp
Point aux Sables
the Four Sisters
R. Ouinouski
Swamp Creek
Schuylers I.
Pt. Sabousin
Four Winds Islands
Ligonier Pt.
Ligonier Bay
Flat Rock Pt.
Breakers
Gilliland's Mills
R. Bouquet
Falls
Lewis Creek
THE NARROWS
Rochers fendues
Marble Quarry
Otter Creek
CROWN POINT
Fort St. Frederick
La Chevelure called by the English Crown Point
Falls

Jabez Huntington to Captain Joshua Huntington[1]

[Extract]

Dear Son Norwich Sept. 15th, 1776.

. . . Capt. Neles[2] is returned from his Cruse taken two Prises one Schooner about Sixty Tons and one Ship about three hundred Tons Chiefly Loaded with Rum and Sugor the Schooner is Safe arived in Norwich Harbour the Ship Hourly expected hope Soon to hear some agreable account from Capt. Harden [Seth Harding.]

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[1] *Collections of the Connecticut Historical Society,* XX, 43–44.

[2] Captain Robert Niles in the Connecticut schooner *Spy.*

Brigadier General Benedict Arnold to Major General Horatio Gates[1]

Dear General, Isle La Motte September 15th 1776. –

Your Favour of the 12th Instant was delivered me last Night by Ensign [Clemens] Botsford, who narrowly escaped being lost in his Passage down and was obliged to throw overboard three Barrels of Provision to lighten the Batteau. I am Happy to find, you approve of my returning from the Isle aux Tétes, our Present Situation is five Miles to the Southward of Point aux Fire and two Miles to the Southward of the North End of Isle La Motte, at a Part of the Island where the Lake is one and a half to two Miles Over, to the Southward of us there is no Part of the Lake less than two Miles over and entirely out of the Reach of any Batteries that can Possibly be erected by the Enemy of whose Naval Force I have been able to procure no other Intelligence, than from a Deserter one Thomas Day whom I have sentyou by Ensign Botsford with his examination; which is inclosed.[2] I have heard nothing from Lieutenant [Benjamin] Whitcomb, or Ensign [Thomas] MCoy since they left the Isle aux Noix, from which a Man returned from each Party, who agree that there is about one thousand Men encamped There, they saw no WaterCraft except Batteaux.

I have dispatched a Frenchman to St Johns, for Intelligence, whom I found in the Bay of Missisque, he has promised to return in four Days with Intelligence If I hear nothing from St Johns, soon, I design makeing a Remove to the Island Valcouer untill joined by the Three Gallies. There is a Good Harbour and if the Enemy venture up the Lake it will be impossible for them to take advantage of our Situation, if we should succeed on our Attack onthem it will be impossible for any of them to Escape, if we are worsted our Retreat is open and Free, in Case of Wind which generally blows Fresh at this Season ourCraft will make good Weather, when their Batteaux cannot keep the Lake.

I am glad to hear General Waterbury has taken Charge of the Gallies I make no Doubt they will soon be compleated my best Pilot I sent up by Major [David] Greer.

I requested General Schuyler tosendfor Four Captains for the Gallies, since which I have appointed only two, at that Time Three Gallies were nearly finished and four others ordered to be put on the Stocks, which still left a Vacancy for one Captain, Captain [Seth] Warner is one of the Four which was requested: one of the others I wish sent for the *Royal-Savage,* the third for the Gally on the Stocks and the Fourth for one of the Others ordered to be built, which ought to be put on the Stocks long ere this, The greatest part of the Timber was cut for the four la[s]t Gallies before I left Skeensborough, and as the Carpenters and Materials are procured, will it not be Prudence, and Oeconomy to have them compleated. –

In my Last I wrote you we were Victualed to the 20th Instant. For that Calculation I computed ten Barrels of Pork and twenty of Flour left at Crown Point, which I ordered to be sent down in the last Gondola, the Order was neglected and the Provision left behind so that the Supply sent-now will Victual us no longer than the 26th [*sic*] Instant, unless supplied by th[e] Inhabitants on the Lake of which there is little Prospect. Cannot a Frenchman or two, who is acquainted in Canada and can be depended upon be sent me, with the Tobacco I keep the two small Schooners continually cruizing above and below us. The Countersign is never given until four O'Clock, two Guard Boats are posted every Night two Miles below us, at a proper Distance to discover the Approach of the Enemy, another Boat goes the Rounds every two Hours all Night every Ship keeps half their Men constantly on Deck under Arms, and Matches lighted, it will be impossible for the Enemy to surprise us.

I am greatly obliged to you for the Friendly Notice you have taken of me in your Public Letter, which I make no Doubt will have the desired Effect.

I am surprized you have received no particular Accounts of the Battle on long Island, the severe Check the Enemy have met with will doubtless Dispirit them greatly and will I hope prove a happy prelude to our future Success, I hope you will soonhave the Particulars of the Affair. The Act of Independence, I willsend, agreeable to your Direction I am with Sentiments of Respect and Esteem [&c.]

B. Arnold. –

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1. Gates Papers, Box 4, NYHS.
2. See examination of Sergeant Thomas Day, September 12, 1776.

Journal of H.M.S. *Phoenix,* Captain Hyde Parker, Jr.[1]

September 1776
Saturday 14th

At Single Anchor in the East River above the Town of New York

at ½ past 3 P:M Weigh'd Came to Sail in Co His Majesty's Ship *Roebuck, Orpheus* and *Carisford;* & ran through Butter Milk Channell into the East River at [4] the Batteries on the West End of York City began to fire at us as we passed them. At ½ past 5 Came too with the Small Bower in 9 fm found riding here His Majesty's Ship *Rose* Veer'd away to ½ Cable and Moor'd with the Stream. – Brookland Church SWt Off Shore 2 Cables lengths. In passing the Batteries Recd Several Shot through our Hull and Sails and One Seaman was Kill'd. –

Sunday 15th Light Breezes & Cloudy Wear at 6 P:M Anchor'd here Five Sail of Transports at 3 A:M Slip'd the Stream Cable & hove Short on the Small Bower At ½ past 4 Weigh'd & came to Sail in Co His Majesty's Ships *Roebuck; Orpheus; Carisford* and *Rose* at ½ past 5 Came too with the Sheet Anchor in 4 fm abreast the Enemy's Intrenchments upon York Island; in Co as before. Veer'd away to ½ a Cable and let go the Small Bower Veer'd to 1/3 Cable and hove into 1/3 of the Sheet Cable. At 10′ past 11 began a Constant Fire upon the Intrenchments at Noon ceas'd Firing His Majesty's Troops being landed without opposition. Lost in Sounding Crossing the River a Hand Lead and Line. –

Fresh Breezes & Cloudy Wear at 2 P:M Commodore Hotham came onboard and hoisted his Pendant at 5 Weigh'd the Small Bower Came to Sail at ½ past Came too with the Small Bower at 6 Veer'd away and Moor'd a Cable each way Brookland S Et and Coilers Hook SWbS off Shore ½ a Mile

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1. PRO, Admiralty 51/694.

Master's Log of H.M.S. *Roebuck*[1]

Septr 1776 Red Hook EBS ½ mile

Friday 13th A M at 4 Unmoord & Barrocaded the ship at 11 hove a Peak

First and latter Part Modt and cloudy, P.M at 4 Weigh'd as pr Signal from the Admiral as did the *Phenix, Orpheus* and *Carrisfort* & went thro the channel to the East wd of Governor's Island, in Passing the Town Receiv'd the fire from the several Batterys of the Enemy which was return'd by our troops from Long Island, at 6 Anchor'd of[f] Bushweeks creek in 13 fath about 2 Cables Length from the shore, found his Majesty's Ship *Rose* at anchor here at 8 moor'd with Kedge & Hawser.

Saturday 14th First and latter Parts Modt and fair P.M. at 6 five Transports came up and Anchor'd here.

Sunday 15th A M. at 4 got the Kedge on board, at 5 Weigh'd and made sail as did the rest of the men of War, & stood across the sound and Anchor'd off Cliffs Bay[2] in 8 Fath. & got a spring on the cable in order to cover the Landing of the Army from the Other side. at 9 the Troops in the Flat

Boats appear'd in sight coming out of Newton Creek and at 11 rowe'd towards the shore. Do let go the stern Anchor and soon after all the ships begun to fire in the Enemy's Lines at 12 ceas'd firing & the Troops Landed —
Moderate and fair Wr P. M. at 6 Weigh'd and made sail & at 7 Anchor'd off Bushwick Creek

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1. PRO, Admiralty 52/1965.
2. Kips Bay.

JOURNAL OF H.M.S. *Orpheus,* CAPTAIN CHARLES HUDSON[1]

Septemr 1776. At Single Anchor in Bushwick Bay East River N. York.

Sunday 15th at 4 AM weighed and made Sail in Company with the *Phoenix, Carrisford, Rose,* and *Roebuck,* at Six came too with the Best Bower in 4 fm in Ships Bay. got the Stream and Kedge Anchors Astern & moored thence distant off Shore 300 yards close by the Rebels Intrenchment at 10 the Flatt bottom Boats with the Troops came out of Newtown Creek Long Island Shore, and stopp'd astern of the Five Transports in Bushwick Creek at Noon they put off, from thence, and rowed our forces, on which We, with the Other Ships began to Cannonade the Rebels Lines, and scour the Coast. Mode and Cloudy with some rain. kept a Continual Fire of Cannon &ca on the Rebels Intrenchmt til ½ past 4 when the first Division of the Troops landed, in Ships Bay, sent the Boats with the Flat Boats to Bushwick Creek for the 2nd Division. Commodore Hotham hoisted his Pendant on board the *Phoenix,* at 5 weighed the Stream Anchor, and hove up the Bt Bower in order to move further off. at ½ past the Ship grounded upon a Rock, where She remained half an hour, then floated without receiving any Damage

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1. PRO, Admiralty 51/650.

JOURNAL OF H.M.S. *Rose,* CAPTAIN JAMES WALLACE[1]

September 1776 In East River New York

Saturday 14 came up and Anchor'd here HM Ships *Phenix, Roebuck, Orpheus* and *Carisford.*
Light breezes and Cloudy with Rain at times PM at 7 came up and Anchor'd 4 Transports

Sunday 15th at ½ past 3 Unmoor'd and came to Sail fell on board a Transport in Casting and Carried away a Pair of Mizon Shrouds, at 6 came too in Kipps Bay York Island in 8 fm as did HM Ships *Phenix Orpheus, Roebuck* and *Caris-*

ford to Cover the landing of our Troops, at 11 all the Boats crossing the River, began a heavy fireing to Clear the Rebel Trenches, at 12 began to land
Do Wr The Boats landing the Troops at 6 PM Weigh'd and came to sail at 7 came too off Newtown Creek

1. PRO, Admiralty 51/805.

JOURNAL OF BARTHOLOMEW JAMES[1]

[September 15, 1776][2]

The 23rd [*sic*], at six in the morning, we weighed in company with the former ships, and anchored a little below Blackwell's Island on the York side, about fifty yards from the enemy's intrenchments, to which place the whole body as above immediately moved, frequently making signs and calling to us to come on shore. We continued without firing at each other till eleven o'clock, when the first division of flat boats appeared, coming down Bushwick Creek, having on board four thousand five hundred men under the command of General Howe. As soon as the boats arrived within fifty yards of the ships, the signal was made from the *Phoenix* to begin the attack on the enemy's lines.

It is hardly possible to conceive what a tremendous fire was kept up by those five ships for fifty-nine minutes, in which time we fired away, in the *Orpheus* alone, five thousand three hundred and seventy-six pounds of powder. The first broadside made a considerable breach in their works, and the enemy fled on all sides, confused and calling for quarter, while the army landed, but, as usual, did not pursue the victory, though the rebels in general had left their arms in the intrenchment. The havock was by no means so great as it would have been had we not been obliged to cease firing on the landing of the troops; however, the ground in some places was filled with the slain, and numbers got off with the loss of arms, &c.

As soon as the firing ceased from the ships I was sent in the barge to tow on shore the flat boats, when curiosity led me to follow the army through the works, where I saw a Hessian sever a rebel's head from his body and clap it on a pole in the intrenchments. While I was amusing myself with these sights, and picking up some curious trifles, several volleys of musketry was fired from a boat belonging to the *Orpheus* at us, who had, in rowing along shore, taken us for rebels, as I had on a white linen jacket which I wore at my quarters, and which was all colours at this time with powder and dirt. As I knew the boat, I made signs of friendship, but all in vain; and I was obliged to throw away my little affairs and take to my heels, as the enemy had done before, amidst a constant fire from the boat, who fortunately only wounded one man slightly in the leg. On my arrival on board I found the second lieutenant amusing the captain with an account of his attack on a body of rebels, which I gave him to understand was myself and the barge's crew, by which I had lost some valuable swords and little trifles, which in the precipitate retreat before his arms I had left behind me. Captain [Charles] Hudson permitted me to go again on shore with the above lieutenant, but all our little matters were taken, and we procured only nine drums and some fusees, one of which, being very handsome, I took from the hands of a rebel officer who lay dead in the field . . .

Mr. Barton leaving me by accident on shore, I rambled into the woods with one of the midshipmen of the *Phoenix,* who had with him the gunner and seven men. On our entrance into an orchard we took a rebel prisoner who had lain concealed there for some time. From this man we learned there had been a skirmish in the woods with the rebels and a body of the Hessians, and that the former was dispersed all round the woods. Having consulted each other on the consequences of advancing further from the ships, and pleased in some measure with the success of taking the above man, we determined to go in quest of some more, and shortly after heard several voices in an orchard at the end of the wood, on which we assembled with our muskets presented to the gate, and levelling at some men we saw in the grass, were about to fire, when up start two or three hundred Hessians, with flaming large brass caps on, and with charged bayonets advanced rapidly towards us. The sudden unexpected surprise of such a visit alarmed us prodigiously, and we made signs of being friends, which had little or no effect in our favour, as on their coming close to us they knocked us down with their muskets, frequently using the word "rebel," for which they really took us. In vain I assured them with signs that we were part of the British navy, and pointed to my white cuff, having changed my clothes on going on board, that I might not a second time be taken for an American. But I was much surprised, and in fact at a loss how to act, when they pointed at a rebel officer who lay there with a leg shot off, who had on the very exact uniform of a midshipman, which having explained to each other, they again beat us unmercifully, and would undoubtedly have put their bayonets through us had not General [Robert] Pigot, who commanded that party, and who knew me when in the *Chatham,* have come to our relief, when they made a thousand ridiculous apologies for their treatment, and we returned to our ships, in need of both cook and doctor, and totally weary of our expedition.

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1. Laughton, ed., *James' Journal,* 31–33.
2. James, as usual, was wrong in his dates.

JOURNAL OF AMBROSE SERLE[1]

[On board H.M.S. *Eagle*] Sunday, 15th. Septr.

This Morning about 7 o'Clock, the *Renown* of 50 Guns, Capt. [Francis] Banks, the *Repulse* of 32 Guns, Capt. [Henry] Davis, & the *Pearl* of 32 Guns, Capt. [Thomas] Wilkinson, with the Schooner [*Tryal*], Lieut. [Lancelot] Brown [Jr.], sailed up the North River. The Morning was fine, the Tide flowed, and there was a fresh Breeze. The Rebels began their Canonade as furiously as they could, but apparently with very little Effect, as their Guns were but poorly served. The Ships, as these were the grand Batteries of the Enemy, returned a heavy Fire, and struck the Walls of the Batteries and the Sods of Earth, which the Rebels had raised, very frequently. What other Damage our People did them, we as yet know not; but, 'tis observed, that, except for beating down particular Structures, or clearing the Way for other operations, Cannon have but a very small or precarious Effect. The great Business is always accomplished by the minor Implements of War.

About a Quarter before 9, the Ships came to an Anchor in the North River, in view of the Fleet, at about 4 or 5 Miles Distance above it, and beyond the principal Works of the Enemy.

A Transport, during the Affair upon the North River, went up the East River & joined the other Ships, almost without Molestation.

The whole Scene was awful & grand; I might say, beautiful, but for the melancholy Seriousness which must attend every Circumstance, where the Lives of Men, even the basest Malefactors, are at Stake. The Hills, the Woods, the River, the Town, the Ships, and Pillars of Smoke, all heightened by a most clear & delightful morning, furnished the finest Landschape that either art and nature combined could draw, or the Imagination conceive.

After this affair had subsided for a little while, a most tremendous Discharge of Cannon from the Ships began (as was concerted) in the East River, in order to cover the Landing of the Troops upon New York Island. So terrible and so incessant a Roar of Guns few even in the Army & Navy had ever heard before. Above 70 large Pieces of Cannon were in Play, together with Swivels & small arms from the Ships, while the Batteries added to the uproar upon the Land. The Rebels were apparently frightened away by the horrid Din, and deserted the Town & all their Works in the utmost Precipitation. The King's Forces took Possession of the Place, incredible as it may seem, without the Loss of a Man. Nothing could equal the Expressions of Joy shewn by the Inhabitants, upon the arrival of the King's officers among them. They even carried some of them upon their Shoulders about the Streets, and behaved in all respects, Women as well as Men, like overjoyed Bedlamites. One thing is worth remarking; a Woman pulled down the Rebel Standard upon the Fort, and a Woman hoisted up in its Stead His Majesty's Flat, after trampling the other under Foot with the most contemptuous Indignation. I first espied both Circumstances from the Ship, and could not help paying the first Congratulations to Lord H[owe]. upon the Occasion. The Spirit and Activity of the Troops & Seamen were unequalled: Every man pressed to be foremost, consistent with Order, and to court Distinction. The dastardly Behaviour of the Rebels, on the other Hand; sinks below Remark. The Ground, where our People landed, was far from being advantageous; the Tide rapid; the Current unequal; the Shore shallow; and themselves obliged to march up on Ground, where these Poltroons had been at Work to entrench themselves for several months. Providentially, the Wind coming in with a fine Breeze from the S.W., wch it had not done before since we have been here, and wch was the most favorable

Circumstance our People could have desired, enabled the Boats to carry over the Forces almost in a Direct Line, and return in like manner for the second Division, notwithstanding the Rapidity of the Current. Thus this Town and its Environs, wch these blustering Gentlemen had taken such wonderful Pains to fortify, were given up in two or three Hours without any Defence, or the least appearance of a manly Resistance.

In the Evening the Admiral [Howe] ordered up the *Mercury* of 24, and the *Fowey* of 20 Guns, to lie close to the Town, to prevent the Transport Boats from going on Shore & plundering, wch many of them appeared very ready to do.

[1] Tatum, ed., *Serle's Journal,* 103–05.

JOURNAL OF H.M.S. *Pearl,* CAPTAIN THOMAS WILKINSON[1]

September 1776	Moor'd in [New] York Harbour
Saturday 14	A M washed Decks, at 11 our Sigl was made for a petty Officer. Modte & fair Weatr Employed clearing Ship for Action.
Sunday 15	at 3 A M. unmoor'd, At 7 weighd and made sail in Company wth his Majs Ships *Renown, Repulse,* and *Trial* Schooner. At 8 abreast of New York Town, Receiv'd a smart Canonading from the Town & Paulers hook, which we return'd. At ½ past 9 Anchor'd in 7 fm water mid-Channel 1½ mile below Bulls ferry and veer'd to ½ a Cable on the small Br recd a smart Firing of Musketry, which we returned. Fresh Breezes & fair Weather. At 3 P M. was Alarm'd by our Guard Boat, on the sudden approach of four Fire Ships, which obliged us to Cut our small Br Cable and drop lower down. Anchor'd with the Bt Br in 6 fm water. At 4 Weigh'd and turn'd in shore & Anchor'd in 5 fm to avoid them. Two of the Fire Ships were tow'd on Shore, by the Boats, and the other two drove on shore. At 5 the *Renown* Cut and run down to the Fleet with the Schooner in Company At ½ past 8 Weigh'd and worked up and Anchor'd with the Bt Bower, got the end of the small Bower Cable in. Weigh'd the Bt Br and spliced the small Do

[1] PRO, Admiralty 51/674.

DIARY OF SAMUEL RICHARDS[1]

[New York, September 14 and 15]

On the evening of the 14th the greatest part of the troops marched out and took post on the bank of the East river just below Kip's Bay – about three miles from the city. Myself being one of the body — we were posted behind a slight entrenchment recently thrown up, opposite and near which lay five ships. on the 15th as the morning advanced we saw the road opposite to us — the sound not being two miles wide at that place — filled with a dense column of the enemy moving down to the waters edge and embarking on board flat boats. knowing their object we prepared to receive them.

As soon as they began their approach — the ships opened a tremendous fire upon us. the column of boats on leaving the shore proceeded directly towards us; when arriving about half way across the sound they turned their course and proceeded to Kip's bay — about three quarters of a mile above us — where they landed: their landing there being unexpected they met with no opposition: the firing from the ships being continued — our slight embankment being hastily thrown up — was fast tumbling away by the enemy's shott. Our troops left their post in disorder, and before being rallied the enemy had completely formed in the road on the adjoining hill. our regiment with some others being ordered on the Bloomingdale road and to march towards Kingsbridge

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1. *Captain Richards' Diary,* 37–38.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH[1]

[New York, September] 15th – About noon, the British landed at Kepp's Bay. They met with but small resistance, and pushed towards the city, of which they took possession in the afternoon. They availed themselves of some cannon and stores; but their booty was not very great. Here the Americans, we are sorry to say, did not behave well; and here it was, as fame hath said, that Gen. Washington threw his hat on the ground, and exclaimed, "Are these the men with which I am to defend America?" But several things may have weight here; — the wounds received on Long-Island were yet bleeding; and the officers, if not the men, knew that the city was not to be defended. Maj. [John] Chapman was killed, and Brig. Maj. [John P.] Wyllys was taken prisoner. A few others were killed, wounded, and taken prisoners. The Americans retreated up the island; and some few, who could not get out of the city that way, escaped in boats over to Paulus Hook, across the river. The house in the fort at Horn's Hook, was set on fire by a shell, and burnt down. The fort was afterwards abandoned.

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1. Abbatt, ed., *Heath Memoirs,* 52.

JOURNAL OF H.M.S. *Eagle,* CAPTAIN HENRY DUNCAN[1]

Septr 1776 Moored off Bedlows Island

Sunday 15th ½ past 6 AM made the Signals for the *Renown, Repulse* & *Pearle* to Weigh, which Ships Weighed & made Sail up the No River, At 10 Minutes after 7 the Batteries on New York Island began to play on them & soon after the Batteries on Paulers hook both which they returned, the firing continued until a Quarter of an hour after 8 At ½ past they Anchored up the No River, at 10 the *Renown* hoisted a Dutch Flag at the Foretopgallt mast head which we Answd with a Dutch Flag at the Foretopgallt mast head At Noon saw much Smoak & heard a very heavy, fireing at New York.

The first & Middle parts fresh Breezes & fair, the latter light airs

At 6 made the Parole Sigl with a Blue & White Striped Pendant made the *Asias* Signal for a Petty Officer At 6 the *Fowey* and *Mercury* got under way and Anchd close to New York At 12 the Flat Boats returned from the East River

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1. NMM, Admiralty L/E/11.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.[1]

[On board H. M. S. *Eagle,* off New York City]

15th September, Sunday. – Between six and seven this morning, made the signal for the *Renown, Repulse,* and *Pearl* to get under way, which signal they immediately obeyed. About seven o'clock, or a little after, the batteries in the town and all along that shore began to fire, as well as that at Paulus Hook; the ships returned the fire very smartly, and proceeded up the North River six or eight miles and anchored in our sight under the high land of Holbeck. At the time they got under way the transport that ran on shore last night got under way, and run up the East River, scarcely noticed, as the rebels' attention was so much taken up with the men-of-war. When the ships of war anchored, and for some time before, there were no guns fired at them. A little after eleven a most furious cannonade was heard up the East River. It appeared from our mastheads to be from the men-of-war. It continued about an hour. The admiral went on shore, and returned about two o'clock, and informed us of our army being on York Island. They landed in Kipp's Bay, about three miles above the town up the East River, under the cannon of the ships. Soon after dinner I went in a boat and pulled towards York. A flag of truce was hoisted in the town when I put off from the ship, but was hauled down soon after I put off. On approaching the town there appeared to be a rabble on the walls. Ordered the boat to push on shore. At the landing-place I was met by the mob, who gave me three cheers, took me on their shoulders, carried me to the Governor's Fort, put me under the English colours now hoisted, and again gave me three cheers, which they frequently repeated, men, women, and children shaking me by the hand, and giving me their blessing, and crying out "God save the King!" They carried me to my boat, and we parted with cheering and my promising to send them some troops. The *Fowey* and *Mercury* went close to the town.

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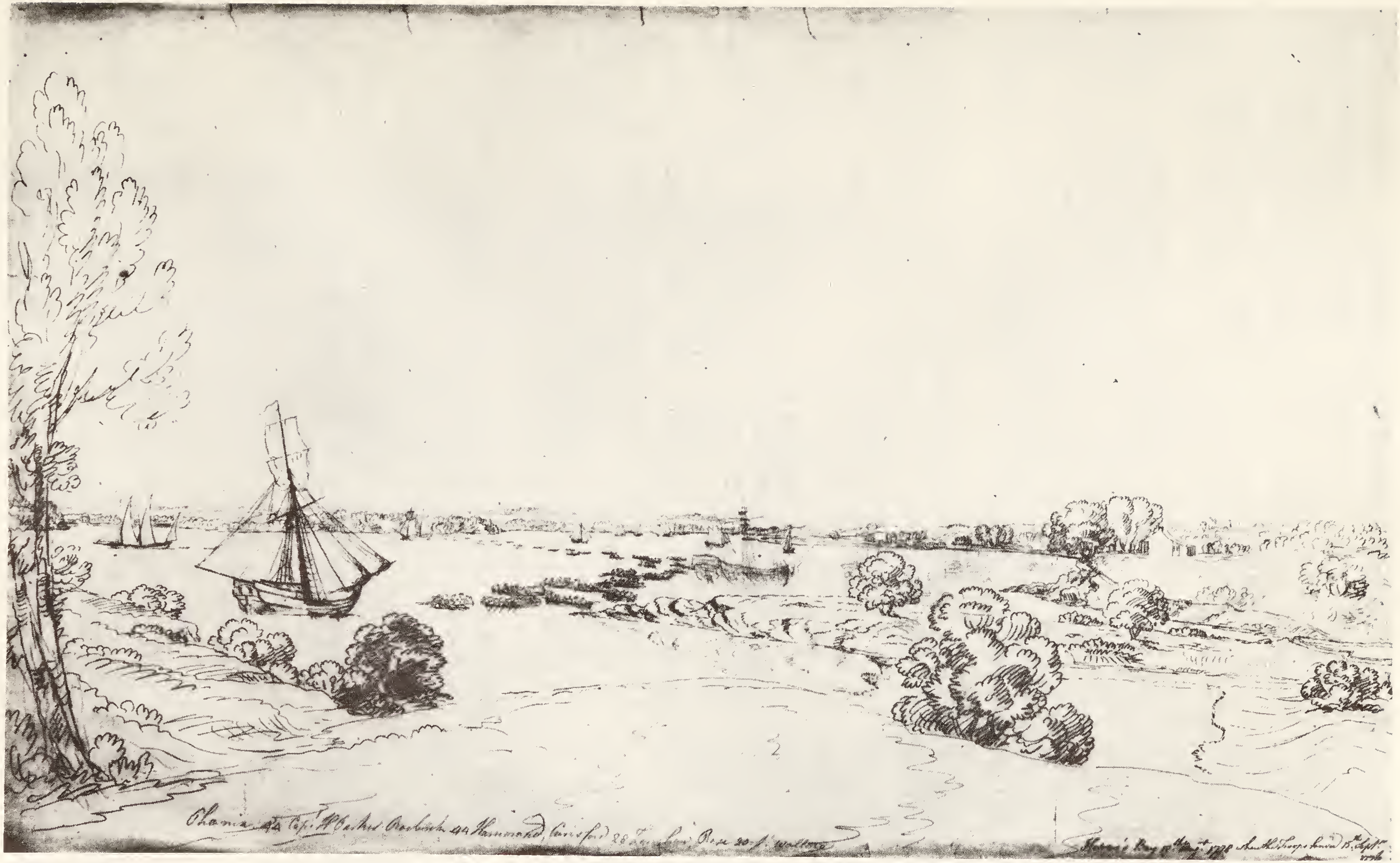
1. *Duncan's Journals,* XX, 127–28.


Phoenix 44 Capt. H. Parker Roebuck 44 Hammond, Carysfort 28 [illegible] Rose 20 J. Wallace
[illegible] Bay [illegible] 1778 where the Troops landed 15th Septr 1776

British Troops Landing at Kips Bay, New York, September 15, 1776.

Diary of Frederick Mackenzie [1]

[New York] 15th Septr Early this morning the five ships of War, vizt, The *Renown*[2] 44 Guns, *Phoenix* 44, *Arpheus* 28, [*Carysfort*] 28, and *Rose* of 20, took their Stations along the shore of New York Island, from Kipps's bay near Turtle bay on the right, to the point behind Mr John Watts's house on the left, and about 200 yards from it. They anchored with their broadsides to the shore.

About 10 o'Clock the flatboats began to row from the mouth of Newtown Creek, and assembled aStern of the 6 transports at Bushwick point, in four Divisions. During this time The Guards embarked in flatboats which were prepared for their reception. The whole when assembled, amounted to about 30 flatboats with troops, besides several Launches and other Craft, with some Light Artillery, Mantelets, Intrenching tools, Ammunition, &c. &c.

A little before 11, upon a signal given, the five Ships of War opened their fire upon the Entrenchments, on the shore, and the adjoining woods. This fire was continued until the Boats began to move, and the troops to land. Very few of the Rebels showed themselves, and those only in the most secure places.

The Rebels, who judged from what they saw of the movement of the Boats and Ships, that the troops would land at Turtle bay, observing the boats row from Newtown Creek, and assemble at Bushwick point, immediately conceived they were going to land on the flat grounds near the town, and therefore marched several Battalions with their Colours flying into their line and works on that side, and made every appearance of an obstinate defence; but they were deceived, for as the wind and tide set strongly up the River, the boats were under the necessity of assembling at Bushwick point, in order to be able to fetch the intended place of landing, which was Kipps bay.

At 12 o'Clock, everything being ready, the boats put off from Bushwick point, . . . They rowed over in 4 Divisions. This was a grand, and most interesting sight. The boats started off in four Columns, and passing under Cover of the Ships, which continued their fire, reached Kipp's bay, to the right of the Ships, in about half an hour, and immediately landed there, without firing or receiving a Shot. Parties were instantly sent forward, who took possession of the ground in front and flanks. As soon as the troops were formed, they advanced to Murray's hill, (or Ingleberg) an advantageous piece of ground about 3½ miles on the great Road from New York to Kingsbridge.

A considerable body of the Rebels finding they were likely to be cutoff from Kingsbridge as soon as the Army landed, made the best of their way to New York, and crossed the River to Paulus hook, in great confusion. Some were drowned in attempting to pass on rafts. Had our ships been able to anchor in that part of the River they would have been prevented. Another body of them, as soon as they found the troops had landed, made directly across the Island to the North River shore, and marching along, made their escape before General Howe could intercept them.

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1. *Mackenzie's Diary,* I, 46, 47–48, 50.
2. The *Roebuck;* not the *Renown.*

JOURNAL OF H.M.S. *Carysfort,* CAPTAIN ROBERT FANSHAW[1]

Septr 1776. Att Single Anchor off Bushwick Creek East River

Sunday 15th At 5 AM Weighed & run over to Keps's Bay, New York Isld & let go the Stern Anchor in 18 fam about 2 Cables length from the Enemy's Trenches, Do Veerd away & let go the Bt Br in 5 fam & moord head & Stern ½ Cable each way NNE & SSW Do Run our Stream Anchor out a breast to the Etward, to get the Guns to bear on different parts of their Trenches – At 7 Our Troops on Long Island began to move in the Flatt bottom Boats – At½ past 9 Seeing the Rebels getting into their Trenches the *Phoenix* began to fire, as did the *Orpheus, Roebuck* & *Rose,* they being all moor'd in a line a head of us, at the distance of a Cables length from each other, After firing several Broadsides right a Shore, we hauld in the Stream Cable, and brought our Guns to bear on their Trenches on our Quarter, w[h]ere a great Number of the Rebels was assembled, on which they run off into the Woods – At ½ past 10 left of[f] fireing, our Troops being Landed & Formed, Do found we fired 20 broadsides in the Space of an hour, with Double headed, round & Grape Shott, Do the Jibb was Sett on fire by accident, Several Gun Tackles & One Axletree broke, At 11 Unmoor'd Ship, the Rebels having left their Trenches, Do lost part of a Hawser which was for a Spring, several Wood and leather Buckets, Do Stove 2 Barrels & one Hh'd, to supply the Men wth Fresh water & Cutt one Puncheon for Match Tubbs

Fresh Breezes & Cloudy wth Rain – At 5 PM Weighed & came to Sail. Do anchor'd a breast of Bushwyck Creek as before in Company with the above Ships in 9 fam water.

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1. PRO, Admiralty 51/168.

JOHN MITCHELL, JR. TO ALEXANDER MITCHELL[1]

St Augustine 15th Septr 1776

. . . about the latter end of June We were Oblig'd to leave Gwyns Island, the night after We left it it Blew Very hard by which A great many of the Vessels lost the[ir] Anchors & Cables, Some Vessels were lost, & some drove ashore, next day the remainder got into Potowmack, where Lord Dunmore took Possession of A Small Island on the Maryland side, Call'd St Georges, But there was not Sufficient water in the Island for the whole Fleet, the *Roebuck* the *Dunmore* & 2 Transports were Sent up the River for fresh water for the Fleet after they Came down the Fleet had Orders to get in readiness to go to Sea, about thirty Vessels were Burnt that were found incapable to proceed on the 4th of August the *Otter* man of War with about thirty Vessels under her Convoy left Virginia, fifteen of which were Bound to Bermudas & the West Indies & fifteen for this place, of them that were Bound to this place none But two Vessels belonging to Mr Mitchell & the *Otter* & her tender have as yet arrived, Both Mr Mitchells Vessels got aground upon the Bar one of them got of[f] with very little damage the Other which I was in Bilg'd & damaged a great part of her Cargo however he expects to get her repair'd –

. . . a Vessel that arrived here a few days ago from Savanah in Georgia Brings advice that General Washington was kill'd at New York, however this wants confirmation, & I am affraid is too Good news to be true . . .

To Mr Alexander Mitchell
of Halglenmeere in Shire of Air near Cumnock

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1. Brown Book, IX, Md. Arch. An intercepted letter.

"A JOURNIEL KEPT BY EPHRAIM BRIGGS ON BOARD OF THE GOOD SLOOP *WARREN* A BOLD PRIVATEER FROM DARTMOUTH TO THE LATTD. OF 33:"[1]

Sunday September the 15 Day A D 1776

> Latter Part Sunday Morning Six A Clock saw two [Sails] breasing South From Us the wind at N. Run for them spoke with them Prov'd to Be two Privateers Belonging to the Continent In New Lon[d]on Been out three weeks Lattd In 35:56: Capt Harden in A Brig[2]

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1. RIHS.
2. Captain Seth Harding in the Connecticut state brig *Defence*.

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16 Sept.

PETITION OF WILLIAM BARRET TO THE MASSACHUSETTS COUNCIL[1]

The Petition of William Barret, an African
Humbly Sheweth

That your Petitioner, being on board the Ship *Anna Maria*, commanded by Capt William Pringle, bound from Barbadoes to London, was taken by the private Sloop of War *Revenge* commanded by Capt Joseph White, and brought into Salem, in this State.

That your Petitioner from various circumstances necessarily arising from his present situation, is unable to earn his living here –

Your Petitioner therefore Humbly Prays, that your Honors would be pleased to grant him permission to go for Great Britain, in the Ship, lately purchased by Messrs Ross & Morgan. And your Petitioner as in duty bound shall ever Pray.

his
Willm X Barret
Mark

Salem September 16th 1776

[Endorsed] In Council [Watertown] Sept 17[th] 1776 Read & Ordered that the Prayer of the Petition be granted and the Said Willm Barret be permitted to depart from this State to any Part of Great Brittain in such Vessell as Messrs Willm Ross and Nathl Morgan, who lately obtained Liberty from this Board to depart, may purchase for that Purpose

John Avery Dpy Secy

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1. Mass. Arch., vol. 165, 236.

REPORT OF COMMITTEE OF THE MASSACHUSETTS GENERAL COURT [1]

furthermore your Comtee having taking into Consideration Mr Francis Shaw[s] Letter: find in one Paragraft of sd Letter a Complaint, wherein he saith that the Schooner[2] People Complain of not being paid for Past Services, And Affraid it might be the Same for this Trip; therefore he was obliged to promis them that theire Musterrole would be paid Immediately on there Return – Hoping that this Honorable Court would Inable him to make good his promis to them your Comtee therefore are of Opinion that as soon as Mr Shaw Shall produce his Musterrole of there Services to This Court: he may Receive out of the Publick Treasure So much as may be found Justly due on the Role Legally presented to Court for Allowance: for the said Sloop people: he giving Rect for the Money he may Receive for them

And as there is a Complaint against one O briant [Jeremiah O'Brien] in sundry of the Letters before Mentioned, your Comtee being informed that a Complaint of the Same Nature; if not the Same: is Soon to be heard before this Honorable Court: we make no Report thereon and whereas in Sundry of the before Mentioned Letters an Information is Given of one or More Ministerial Tenders are Infesting our Sea Coasts So that it is daingerous for our Coasters sailing

Your Comtee are of opinion that the Consideration of so Important a Matter ought to be Considered [by] the whole Court and not so small a Comtee

Eldad Taylor pr ordr

[Endorsed] In Council Sept 16t 1776

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1. Mass. Arch., vol. 210, 337, 338.
2. The Massachusetts state schooner *Diligent*.

Boston Gazette, Monday, September 16, 1776

Watertown, September 16.

Last Sunday se'nnight was taken and carried into Gouldsborough, by two small boats, a brig from Ireland bound for Halifax, laden with beef, butter &c. She parted company with 12 other provision vessels the day on which she was taken, all bound for the above port.

List of Prizes lately taken and carried into the West Indies, by some of the Ministerial Pirates.

The Brigantine *Hester,* John Marshall, Master, belonging to New York, was taken on the Coast of Africa the 12th of May, 1776, and carried into Antigua by the Sloop *Weasel,* Samuel Warren, Commander, the 12th of June. Her Cargo consisted of Ivory, Wax, Dry Goods and Wood.

The Brig *Duff,* Captain Knapp, from Guadaloup, bound to Newfoundland, with Rum, Sugar and Molasses, was carried into Bassaterre Road the 3d of May by the *Pomona* Sloop of War, Capt. [Thomas] Eastwood.

May 8. Brig *Hero,* Capt. Jones, from Saba, in Stone Ballast, taken off Eustatia, by the *Pomona,* arrived at St. Kitts this Day.

1[0]th. The Sloop *Two Brothers,* Sanford Thompson, Master, from Ocricock for St. Croix, with White Oak Staves and Heading, taken by the *Pomona,* arrived at St. Kitts this Day.

June 19. The Sloop *Fanny,* Capt. Worth, from the Coast of Braziletto, bound to St. Eustatia, laden with Spermacti Oyl, &c. arrived at St. Kitts. She was taken by the *Pomona.*

20th. The Sloop *Prince of Orange,* Eber Waterous, Master, from Guadaloupe, laden with Sulphur and a small Quantity of Powder, taken by the *Pomona,* and sent up to Antigua.

23d. The Brig *Regicobus,* Captain Booker, from St. Eustatia bound to Amsterdam laden with Sugar and Coffee; but it is imagined she has a Quantity of Powder and Warlike Stores in Sugar Casks, taken off St. Eustatia by the *Pomona,* arrived at St. Kitts this Day.

Taken by the *Portland,* Thos. Dumaresque, Esq; Commander, two Days after he left the Fleet he was Convoy for; and carried into Antigua, the Sloop *Salley,* of 90 Tons, Giles Buckingham, Master, from Philadelphia bound to St. Croix, taken in Latt. 24:00 North, Long. 62°30 West. Her Cargo consists of 650 Barrels of Flour, 300 Kegs of white Biscuit, a few Barrels of Beef and Pork, a great Quantity of Staves and Heading; also a new four Wheel'd Waggon with Iron Axeltrees, Brass Bushess for the Wheels, and Harness compleat.

Two Days after was taken by the *Portland*'s Tender, and carried into Antigua the Brig *Resolution,* of 250 Tons, Robert Stacy, Master, from Piscataqua bound to Martinico, laden with Lumber. When she was taken she was within Musket Shot of Port Royal Harbour.

July 17. The Schooner *Fox,* ———— Buckmaster, from New London for Curraco, taken by the *Seaford,* Capt [John] Col[poys], arrived at St Kitts this Day.

Also the Brig *Betsey,* ———— Dresser, Master, from N. Carolina for St. Eustatia, laden with Lumber, taken by the *Pomona.*

19th. The Sloop *Maria,* Capt. Gurley, from St. Croix for St. Eustatia, her Cargo consists of 21 H[hds.] Rum, taken by the *Pomona.*

A Sloop from New London, with Oxen, Horses and Lumber, taken by the [*Pomona*], sent into Tortola.

And the Sloop ———— Capt. Butterfield, from St. Eustatia for Bermuda, laden with Rum, taken by the *Pomona.*

The Firing heard last Saturday morning was occasioned by the safe Arrival of a fine Prize Ship of 300 Tons at Cape Ann. The Contents of her Cargo at present unknown to us.

John Bradford to John Hancock[1]

[Extract] Boston 16th Sepr 1776

I am under the disagreeable necessity of representing the Base conduct of Capt Daniel Waters in the Armed schooner *Lee,* who has lost two months meerly from an Obstinate perverse temper, he Arrived here from a Cruise Abot the last of June. I paid the vessell off, the portledge bill Amounted to £ 445..6.. he was the best Officer'd and mann'd of any vessel in the Service; his first Leiutenant's time being up for wch he had engag'd he left him. his second chose to remain in the Service, and his Abilities are allow'd (even by Waters) to be equal to any man in the like Station in the Service and greatly esteem'd by all the men, yet Waters discharged him from the Service Contrary to my Advice, under the pretext that he refus'd to go under a first who had never been in the Service and a man who is the greatest part of his time lay'd up with the Gout; his people all told him if the 2nd Remain'd they wou'd go, But he has been from that time the first July till about ten days ago no farther from Boston than Squam, its now a week since his 2nd Lieut wch he discharged sent into plimouth a West India man, for he was immediately put in Command of a privateer on his discharge,[2] Finally when Waters had got mann'd, he wou'd not Consort with the *Warren* who waited for him tho I endeavour'd to point out the utility of two going together; he told me he shou'd not look on himself under any Obligation to consult with me. he shou'd go where and when he pleas'd, unless Gen Washington Or an Officer of his Appointing shou'd give him orders. then he shou'd hold himself bound. I have Just given you a Scetch of his Conduct Sir as I thought it my indispensable duty to do for I humbly presume if Conduct like his passes with impunity the little Navy will rather be a Clog than a Service to the public. you will see by the papers from time to time that we are Successfull in the privateer way. I wish our little navy was more so, the *Hancock* and *Franklin* arrived some time since with all their Sp[a]rs defective and we've meet some little detention in getting others but they are now ready and sail today the *Lynch* & *Lee* are on a Cruise. poor [William] Burke in the *Warren* taken by the *Liverpool.* . . .

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[1] Walter Fuller Don Collection, SI.

2. This was John Gill in the Massachusetts privateer schooner *Independence*. On September 7 he sent into Plymouth a prize brig bound from Antigua to London with a cargo including rum, sugar and pimento. Mass. Arch., vol. 6, 128 and *New-England Chronicle*, September 12, 1776.

CLARKE & NIGHTINGALE TO THE PRESIDENT OF THE NEW YORK PROVINCIAL CONGRESS [1]

Sir – Providence, Sept. 16th, 1776.

Last week we received a letter from Capt. William Rogers, commander of the sloop *Montgomery* in the service of your State, requesting us to undertake the agency and act in behalf of the State and himself, in libeling one brig which was returning from a whaling voyage, with about three hundred barrels of oil, and had been taken by the English, carried into New-York, and acquitted by them, and afterwards taken by Captain Rogers in company with the privateers *Schuyler* and *Mifflin*, and sent in here. The Commodore and Continental agent, in behalf of the other two privateers (which are fitted out by the Continent) gave the brig up, as there were no papers appeared by which they could condemn her, and they produced a certificate, a copy of which you have enclosed, of their permission to sail at the time they did. As matters were thus circumstanced, we imagined it would be in vain to libel her when the others who were two-thirds concerned saw no prospect of condemning her, and after consulting with the prize master, we declined prosecuting. The other is a Bermudian sloop which was taken with entrenching tools on board; the tools are taken out and were sent to General Washington, and they put a quantity of flour on board from some other of their prizes. She is libelled and will be tried the first of October next, and as there is no claimer she will of course be condemned. We shall now wait your orders in what manner to proceed, as she was taken in company with the abovementioned privateers, and shall be glad to hear from you as soon as possible. We are in the meantime with due respect, sir [&c.]

Clark & Nig[h]tingale

P.S. Enclosed with the certificate you have the affair of the brig stated by the lawyer.

[Enclosure]

[The case of the Brigantine *Temple*.]

It appears by her papers that she was owned by Wm. Rotch of Nantucket, and cleared out there on a whaling voyage, the 26th May, 1775, in common form, but did not sail till the last of October following.

After her clearing and before her sailing, to wit: in the month of August, the following resolve was passed in the House of Representatives of the Massachusetts Bay, and concurred with by the Council:

> That from and after the fifteenth day of this instant, August, no ship or vessel shall sail out of any port of this Colony on any whaling voyage whatever, without leave first had from the great and general court of this Colony, or from some committee or committees, or persons they shall appoint to grant such leave.

The brig sailed from Nantucket under the command of Joshua Morris some time the last of October, for the coast of Brazil, on a whaling voyage. And upon her passage home, having about three hundred barrels of oil on board, she was taken by a British man of war and carried into Sandy Hook, and after being detained a few days was dismissed with a pass from Admiral Howe to proceed to Nantucket. Soon after she left the Hook, to wit, on the 20th of August, 1776, she was taken by the Continental sloops of war called the *Mifflin* and the *Schuyler,* and by the sloop *Montgomery* fitted out by the State of New-York, and carried into a harbour on the south side of Long island, where she lay till the British troops got possession of Long island, when the captors sent her into this port to be libelled.

At the time of capture she had on board no certificate that she had obtained leave to go on a whaling voyage. Since her arrival here her owner from Nantucket has sent the following certificate, to wit:

> Treasurey office, Sept. 28th, 1775.
>
> I hereby certify that Wm. Rotch hath given bond according to the direction of the General Assembly of this Colony, in order to send on a whaling voyage the brig *Temple,* Joshua Morris, master.
>
> Henry Gardner, Treas.
>
> Quere. Whether it is advisable to libel the brig or not?

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1. *New York Provincial Congress,* II, 216.

Newport Mercury, Monday, September 16, 1776

Newport, Sept. 16.

The Continental Cruiser, *Andrew Doria,* Capt. Nicholas Biddle, has taken 4 Prizes since he last sailed, viz. 1 large ship with near 15,000 bushels of wheat, which the Negro-catcher, Dunmore, loaded at Virginia and ordered for Halifax; a brig from Dunmore's fleet bound to the West-Indies, with a number of tories, and their household furniture, out of which he took some of the most valuable articles, and 7 Negroes, and let go; 2 brigs from the West Indies, loaded with rum and sugar; the 2 latter are safe arrived in a neighbouring port, and the ship is hourly expected.[1]

The fore part of last week, the *Cerberus* frigate retook a prize brig between Block Island and Norman's Land; this prize was one of Dunmore's motley squadron, bound to Bermudas, with a number of passengers, some household furniture, and dry goods from Virginia, and was taken by the *Andrew Doria,* Capt. Biddle, close in with the Island; the people put on board to bring her in, made their escape in the boat and landed at Block Island, from whence they came to this place.[2]

Captain Samson [Simeon Sampson], in a brig belonging to Plymouth, has sent a sloop into an eastern port, loaded with rum and cotton, bound for Halifax.[3]

Three brigs loaded with rum, sugar and molasses, arrived in some neighbouring port since our last; and it is said the ship loaded with 1[7],000 bushels of wheat taken by the *Andrew Doria,* is arrived a little way to the eastward.

Last Tuesday a fine large brig, loaded with about 240 hogsheads of rum, &c. went up the east passage; she was taken by the sloop *Revenge,* from Swansey, Capt. Samuel Dunn, who was reported to have been taken.[4]

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1. Ship *Molly,* brig *Maria* and brigantines *Elizabeth* and *Lawrence.*
2. Brig *Peggy.*
3. The Massachusetts state brig *Independence.* Her prize was the brigantine *Nabby.*
4. Brigantine *Ann.*

APPOINTMENT OF PRIZE AGENTS FOR THE RHODE ISLAND PRIVATEER SLOOP *Lady Washington*[1]

Know all Men by these Presents, That we the Commander, Officers and Men belonging to the Private Sloop of Warr, called the *Lady Washington,* bound on a Cruise against the Enemies of the United States of America, viz. James Godfrey commander, Henry Weeden first Lieutenant, Daniel Servat 2nd Lieutt Thomas Cotteril master.
do constitute and appoint William Vernon and Benjn Sayer, both of the State of Rhode Island & Providence Plantations, Merchants, our Lawful Agents & Attorneys, for us and in our Names and to our Use, to Ask, Sue for, and recover & receive, of all & every Person or Persons, all Prizes and Shares of Prizes, Moneys, Goods Merchandizes &c &c, that shall or may be Taken during the whole Cruise, Granting unto our said Agents & Attorneys, in all Causes moved or to be moved for or against us, in our Names to appear Plead & Pursue to final Judgment and Execution [illegible Latin phrase crossed out] as Witness our hands & Seals this 16 day of Septemb[e]r in the Year of our Lord 1776. the line [e]rased Out is unknown to the Subscribers[2]

Ja^s Godfrey
Henry Weeden
D Servat
Tho^s Cottrell
John Turner Jur
Donnelly V[ia]ll
August Newman
Edward Davis
Godfree Manchester
Natha^l Williams
Jeh^l Hardy
Sumner Smith
Nathaniel Mercer
his
Nathan X Cooper
mark
Thos Foster
Henry Pr[ou]d
Silas Ligerwood
John Brothers
Silas Turner
Samuel X underwood
mark
Seth Godfrey
Eza Trowbridge
Weeden Cardscross
William Ryder
Jonathan Gibbs
Joseph Rider
Benjamin Hart
Ebenezer Bishop
Enos Gibbs
Caleb Jenks
Peleg Chapman
Eleazer Senior
Jeremiah Simmons
Reuben Hart
George White
Seth melville
William Harrison
Benjamin Stephens
Job David junr
Joseph Jeffries
Daniel Smith
William Brown
John Smith
Benjamin Johnson
Josias Hall
John Brewer
Thomas Dring
Benedict Lewis

Hunbeck Huddy
Nathaniel Brownell
Pitre Martin
Job Smith Junr
Henry Young

his
Jeremiah X Whaley
mark
George Ma[cum]ber
David L[ong]

Robert [Thom]as
Philip Harges
Williard Briggs
William Haliday
Norton Russell

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1. NHS.
2. This sentence is in the handwriting of Captain Godfrey who apparently placed no trust in Latin phrases.

Connecticut Courant, Monday, September 16, 1776

Hartford, September 16.

The following Prisoners are still confined in one room at Halifax, among felons, thieves, robbers, negroes, soldiers, &c. which we here publish for the satisfaction of their anxious friends.

James Lovil [Lovell] & Rich. Carpenter of Boston.

Consider Howland, master, and Jacob Taylor, mate of the Privateer Brig *Washington*.[1]

Bigelow, Kemp, Peak and Sessions, Bunker-Hill.

Corporal Cruise and Corneliu[s] Turner, Rifle Men.

David Wells, Dorchester Neck.

Capt. Francis Proctor, of Philadelphia.[2]

Corporal Jeremiah Low, of Fredericksburg.

Col. Ethan Allen, of Bennington.

John Gray, Arlington.

Barnabas Castle, Saratoga.

Preston Danton, Stillwater.

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1. See Volumes 2 and 3.
2. See Volume 4.

Brigadier General Benedict Arnold to Major General Horatio Gates [1]

Dear General, Isle La Motte September 16th 1776

The hard Gale of Wind yesterday prevented, my sending back Ensign [Clemens] Botsford. This Morning at one OClock Antoine Geroure [Girard] whom I mentioned to have sent to St Johns returned, and gave the following Account vizt. That at Isle aux Noix there are three thousand Troops encamped, and forty Pieces of Cannon Mounted on their Lines. at St Johns are three Thousand Men, one hundred & fifty Batteaux, and he was told by a Frenchman two hundred Batteaux were at Chamblee and a Party of Men sent down tofetch them up that two Schooners were compleated and Maned, one mounting Twelve and the other fourteen Brass twelve Pounders the small Vessels on the Stocks to carry three Guns each One Gondola taken from us and three new ones Built there to mount three Guns each, a Number of flatbottomed Boats and Batteaus to carry one Gun each and a Floating Battery, with two Masts nearly done to carry twenty four eighteen Pounders, and two Mortars, he imagines the whole will be compleated in a Fortnight. he has brought a Pass from the Isle aux Noix, from which and the Distance he had to go the bad Weather and Time he has been gone, I believe he has been no farther than the Isle aux Noix, and that he has been enjoined by the Officer there to give the foregoing Account. had not they been convinced he was in their Interest, I dont imagine they would have suffered him to return. he formerly lived with Metcalf whom he says is gone to St Johns, now remains at a French House opposite the Isle aux Motte where Serjeant [Thomas] Day, says a Number of Deserters were lately taken, betrayed to the Indians, by the Frenchman, I have every Reason to think him placed as a Spy on us I have therefore sent him to you tobe disposed of as you may think Proper.[2] I had promised him Fifty Dollars provided he procured an exact Account of the Strength of the Enemy, agreeable to the Accounts I received from others, from the Accot of the two Men who have viewed the Isle aux Noix, one of whom I nowsend,[3] the Accounts of this Frenchman must be False and a Story formed for him by some of the English Officers.

I have heard nothing of Lieutenant [Benjamin] Whitcomb or Ensign [Thomas] MCoy[4] and am very apprehensive for their Safety as the Woods is full of Indians. – I am Respectfully Dear General [&c.]

B: Arnold

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1. Gates Papers, Box 4, NYHS.
2. When Arnold employed Girard, he was unaware that the Frenchman had earlier been suspected of being a British spy. Girard was interrogated at Ticonderoga on September 20. Two days later Gates sent him on to General Schuyler at Albany. Papers CC (Letters of Major General Philip Schuyler), 153, II, 392–97, NA.
3. See next entry.
4. McCoy was taken prisoner October 1, 1776.

Examination of Sergeant Eli Stiles[1]

The Examination of Serjt Stiles sent from the Fleet with Ensign McCoy to reconnoitre Sept 6th: 1776

[On board the *Royal Savage*]

Sept. 16th Says that on the 9th Inst: he saw all the Tents on Isle aux Noix and counted them about one hundred and believes there is about one thousand Men there – the 12th arrived opposite St John's where were a large Number Tents which could not well be counted, he imagines about three hundred when there he counted 34 large Birch Canoes paddle by him towards Isle au Noix supposed they contained about six hundred Indians & one regular officer – Saw a Schooner at St John's mounting 12 Iron Guns, suppose six pounders another Schooner lay at the Wharf with a F. Sail bent which he supposes was not compleated and believes she mounted not more than 12 Guns one other vessel on the Stocks was planked to her Wales She appeared built in the common Form and something larger than the other two Two small Gondalos were at the Wharf, but saw Nothing of any Rideau or Floating Batteries and believes there was none Their Batteaus appear twice as large as ours and carried fifty or sixty Men one of which row'd near by him – Left St John's the 12th in Company with Ensign McCoy & parted with him on the 15th at 10 A. M. opposite Hospital Island, where are about 20 Tents

Eli Stiles

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1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 413–14, NA.

JOURNAL OF H.M.S. *Eagle,* CAPTAIN HENRY DUNCAN[1]

Sepr 1776 Moored off of Bedlows Island

Monday 16th ¼ past 3 AM Saw the appearance of a fire Vessel driving down the No River with the Ebb, heared the Report of Several Guns to the No Wd At ½ past Saw a Second fire Vessel on fire in the No River and soon after a third At ¾ past 5 the *Renown* Anchor'd here At 7 made the Signal for Petty Officers from the *Renown* & *Greyhound*

At 10 Sent the Flat Boats on shore to be hauled up

The First & Middle parts fresh Breezes & fair, latter Modr Breezes & Cloudy

At 5 PM made the Signal for all Lieuts

At 6 hoisted a Blue Red & White Pendant the Parole Signal ½ past 9 heared 3 Guns fired from the WNW Sent a Boat to know the cause, found the *Chatham* had ran a Ground upon Robin's Reef sent the Master to assist in getting her off

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1. NMM, Admiralty L/E/11.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.[1]

[On board H.M.S. *Eagle,* off Bedloe's Island]

16th [September]. – This morning about three o'clock I was called by the officer of watch, and informed that a fire-vessel was close on board of us. I immediately run on the forecastle, and perceived that the light was at some distance from us, and that it approached us but slowly. By daybreak we perceived them plainly to be four fire-vessels, that had been sent against the *Renown, Repulse* and *Pearl.* These fire-vessels came near the ships, but by slipping or veering they escaped them. The *Renown* slipped one cable and cut another; she made sail with the wind down the river and an ebb tide, and joined us here off Bedloe's Island. The two frigates kept their stations up the river. . . . A little after nine at night, three guns were fired as a signal. It proved to be the *Chatham,* in coming up here, had got on Robin's Reef. Sent the master to her.

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1. *Duncan's Journals,* XX, 128.

JOURNAL OF AMBROSE SERLE[1]

[On board H.M.S. *Eagle*] Monday, 16th. Septr.

This Morning between 3 & 4 o'Clock, we were alarmed with three Fire-ships, which the Rebels sent down, at a Venture, against the three Ships of War which sailed up the North River yesterday morning. One of them came very near to the *Renown,* but, with the other two, was towed off, and left to consume upon the Shore. The *Renown* came down this Morning; and, by her, we understand, that Capt. [Henry] Davis had one man killed & two wounded yesterday, and that the *Renown* had two Men wounded. The *Renown* fired among the Rebels yesterday, as they evacuated the Town, & 'tis supposed, as the Ground was open & plain cut many of them off in their Retreat.

A Party of Marines was sent by the Admiral [Howe] to take Possession of the Fort, and to hoist the Union Flag upon the Staff. A great Concourse of People assembled round the Soldiers, and raised His Majesty's Colors with loud acclamations, and every possible Demonstration of Joy. Indeed the Happiness of the Inhabitants upon the Occasion drives them about like madmen. They carried our officers, at their first Landing, in Chairs or upon their Shoulders, up and down the Streets. They have felt so much of real Tyranny, since the New England & other Rebels came among them, that they are at a Loss how to enjoy their Release. The Rebels carried off their Bells, and many things of Value some Days before their Departure.

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[1] Tatum, ed., *Serle's Journal,* 105–06.

JOURNAL OF H.M.S. *Fowey,* CAPTAIN GEORGE MONTAGU[1]

Septr 1776 — At Anchor abreast of the Town – [New York]

Sunday 15 — ½ past 5 A M. the Admiral made the Signl for the *Renown, Repulse* and *Pearl* to Weigh – do they Weighed and run up North River a heavy Cannonading from the Batteries on both Sides the river, which was returned by the Ships – at 11 a very heavy fire with Small Arms over at the Town, which we suppose to be on Landing of our Troops. –

½ past 2 P M. the Rebels struck their Colours at the Fort in New York – ½ past 4 English Colours were hoisted there – fired 4 Nine Pounders at the Merchant Boats that attempted to Land – at 6 Came on board an Order from the Admiral to slip the sml Bower – Do Shipt and hove up the Best – ½ past 7 Anchd abreast of Newyork Fort –

Monday 16 — ½ past 5 A M the Rebels sent down 4 fire Ships which drifted a Shore without doing any damage –

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[1] PRO, Admiralty 51/375.

Journal of H.M.S. *Renown,* Captain Francis Banks[1]

September 1776 At Single Anchor off Bedlows Island.

Sunday 15th AM ½ past 6 the Admiral made the Signal to Weigh, Do Weigh'd & came to sail in Company with His Majestys Ship *Repulse, Pearl* & *Tryall* Schooner towards the No River: When I came within Gun Shot, the Rebels began a brisk fire upon me, from the Town of new York & Paulers Hook, which they continued till I was past. As soon as I was abrest of the Town & Paulers Hook, began to fire on both sides, Do discharged several broadsides, & kept a Constant fire at the Rebels, as long as I could get my Guns to bear – At 10 Anchor'd in Hudsons River with the small Br in 6 fm water, and Veer'd to ½ a Cable, Paulers Hook SWbS, Hoobuck SW½S & the Fort at Moons Head NNE. Distce from both shores about ¾ of a Mile Found the Rebels had shott away some of my Rigging, & Damaged my sails very much. Do Anchd here the *Repulse, Pearl* & *Tryal* Schooner.

First and Latter parts Modte and Cloudy, Middle fresh gales and Squally.

at 2 PM fir'd several Upper and lower Deck Guns at a Number of the Rebels which were Retreating past the Ship, At 3 came onboard several People for protection, at 11 sent my Barge & Cutter wth a Lieut & Petty Officer to row Guard the other Ships sent two boats also;

Monday 16th A M at 3 the Guard boats made the Signl for a Fire Vessell coming down, which was repeated by the *Tryal* Schooner. We soon perceived her to be close onboard the *Repulse,* but found she drifted clear of her & coming down on me Cut my small Br Cable, ¼ past 3 finding the Fire ship clear of me let go the Bt Br & Veer'd to a Cable; Soon after the Guard boats made the Signl for more Fire Vessells, perceiving Three to be drifting directly in my Hawse Cut the Bt Br Cable & mde sail, Do made the Signl for the *Repulse* & *Pearl* to cut; at 5 past Paulers Hook from wch place the Rebels kept a Constant fire on me, which Damaged the sails & Rigging a little; When abreast of the Rebels fir'd several Broadsides at them. Found the Town of new York in our possession at 6 came too with the Sheet Anchor off Bedlows Isld in 9 fms veer'd to ⅓ of a Cable New York NEbN. Bedlows Isld WNW. & Goveners Island NNE distce abt 1 Mile. Empd over hauling our Rigging sent one of the Pilots onbd the *Eagle.* –

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1. PRO, Admiralty 51/776.

JOURNAL OF H.M.S. *Preston,* CAPTAIN SAMUEL UPPLEBY[1]

September [1776] [Off Red Hook]

Friday 13 A M heeled & scrub'd both sides between wind and water.
Ditto [Little wind and rain]
unmoored, the *Phoenix Roebuck Orpheus* & *Carysfort* passed the Town of New York & went up the East River Anchored here his Maj: Ship *Galatea* from England

Saturday 14 A M hauled down Commdr Hothams broad Pendant & hoisted Sir Peter Parkers[2]
Do Wr sailed several Transports up the East river sent three flat boats to accompany them,

Sunday 15 A M his Maj: Ships *Renown, Repulse* & *Pearl* passed Paulers hook & the Town of New York & went up the No river several shot were fired at them as they passed which they smartly returned, weighed & dropt farther up & heard a very smart Cannonad[ing] in the East river, soon after the Troops landed on New York Island, employed in watering.
Ditto weather moored Ship at 4 P M saw English colours hoisted at New York, rowd guard.

Monday 16 3 A M heard several Guns fired & saw a Fire Ship on fire coming down the No river, and after saw two other Fire Ships on fire coming down the stream got out all the Boats & mann'd them the Fireships were intended to burn the *Renown, Repulse* and *Pearl* but past them & drove onshore without doing any damage, Anchored here the *Renown,* sent a party of Marines onshore to take possession of New York & sent two Flat boats onboard the *Repulse.*
Little wind & cloudy weather our Marines returned onboard, Admiral made the Signal for all Lieuts

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[1] PRO, Admiralty 51/720.
[2] *Ibid.,* the flags of Commodore Hotham and Sir Peter Parker alternated on the *Preston.*

JOURNAL OF BENJAMIN BOARDMAN[1]

[Paulus Hook, September] 16th.

About 2 o'clock this morning, an attempt was made to burn the ships that passed up the North-River yesterday, and anchored about three miles above us; one of them (the *Renown* of 50 guns) was grappled, but broke her grappling, and came down by us again — another cannonade ensued, but no damage was received on our side.

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[1] *Connecticut Gazette,* October 18, 1776. Boardman was Chaplain, 20th Continental Infantry.

JOURNAL OF H.M.S. *Carysfort*, CAPTAIN ROBERT FANSHAW[1]

Septr 1776.	Att Single Anchor off Bushwyck Creek [East River]
Monday 16	Do Had the thanks of the General & Admiral, which was read to the Ships Company, for their behaviour yesterday.

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[1] PRO, Admiralty 51/168.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] September 16th, 1776.

A Letter was wrote to Commodore Sam'l Mifflin, requesting his speedy return to this City, to take the Naval Armaments under his care.

An order was drawn on The Marine Committee, for what Arms are due from Congress to this State, to deliver Mr. Towers.

Resolved, That Mr. [Thomas] Wharton & Mr. [John] Bayard be directed to engage and send off as soon as possible, three fast sailing sloops or schooners, to bring in such articles of Cloathing, Blankets & other necessaries, as are wanted for the use of the Troops belonging to this State.

Resolved, That application be made to the [Continental] Board of War to employ the Marines now in this City, as Guards over the Frigates, Prison, and Powder belonging to the Continent, &ca.

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[1] *Pennsylvania Colonial Records,* X, 718–20.

RICHARD HENRY LEE TO SAMUEL PURVIANCE, JR.[1]

Dear Sir, Philadelphia 16th Septr 1776

Since your brother left this City, Mr [John] Nicholson has been confirmed first Lieutenant of the *Washington,* and his worthy brother may be assured that in settling the rank of the Captains his merit will not be forgotten. It is not probable that the Frigates will sail in fleets for some time; and therefore tis likely that no higher appointment than that of Captain will soon take place.

It will be highly proper for Captain [James] Nicholson to hasten on the *Virginia* (for that is most certainly the name of the Baltimore Frigate) as much as possible. Her great obstruction, I fear, will be Anchors – However, we hope that will be removed eer long, as measures have been taken to pro[cure] them

You will shortly see published the conference of our Members with Lord Howe on Staten Island, in which you will find that his Lordships much talked of powers, are no more than to confer & converse with Gentlemen of influence, and to prosecute the war! We anxiously expect here, the issue of a long Cannonade at [New] York, and another lately on Lake Champlain – I am Sir [&c.]

Richard Henry Lee

Samuel Purveiance junr Esqr
Merchant in Baltimore Maryland

1. Purviance Papers, MdHS.

APPLICATION FOR COMMISSION OF LETTER OF MARQUE AND REPRISAL FOR THE MARYLAND SLOOP *Baltimore Hero* [1]

Name and Burthen of the Sloop *Baltimore Hero,* Together with her Number of Guns, and Weight of Metal, The Name and Place of Residence of the Owners, the Name of the Commander and other officers, the Number of the Crew and her Quantity of Provisions and Warlike Stores. –

The Sloop *Baltimore Hero* burthen 50 Tuns – 6 Three pound Carriage guns 6 Swivels and 8 Muskets –
Abraham Vanbibber Robert Hooe Thomas Ringold and John Crockett Owners of the Province of Maryland Thomas Waters Commander, William Jones 1 Lieutenant John Pine 2d Lieutenant John Sharp Mate and 20 hands Eight Barrels bread and five Barrels Pork and Ten bbls flour Sixty Pounds wt. of Powder and 20 C wt. of three Pound Ball and 100 wt. of Muskit Ball –

Given under my hand this 16th day of Sept. 1776

Thos Waters

1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, I, NA.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY[1]

[Annapolis] Monday. Septr 16th 1776

Permit was granted to Wm Thomas Master of the Sloop *Hazard* to go to Martinque & dispose of his Cargo, he having given Bond, and lodged a manifest against the resolve of Convention. –

Ordered That Captain [Samuel] Smith be directed to let Job Green of The Schooner *Two Brothers* to proceed on his Voyage, according to Permit heretofore granted. –

Permit granted to Thomas Waters Master of Sloop *Baltimore Hero* to go to Martinique or any other foreign Port, he having given Bond with security, agreeable to the Resolves of Convention.

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

CAPTAIN FRANCIS DE MONTEIL TO VICE ADMIRAL CLARK GAYTON [1]

On Board the frigate *La Renommée*
Port Royal Jamaica 16th Septr. 1776

Sir/

I send to your Excellency Monsr. Desfarge de la Voltiere my Second Lieutenant who will desire you to permit me to have the Honor of seeing you he will first tell you the urgent reason why I left the Mole St Nicholas in such a hurry where I was engag'd to repair my Ship.

Monsr. de la Voltierre with respect will tell you concerning the matter that happen'd on the 14th. His Britanick Majestys Ship the *Squirrel* with a Sloop Cruizing a head of her, chased a Schooner with great eagerness and by means of her Oars took her at a Miles distance from the Shore in my Sight, and in short so close that three Men belonging to the Schooner had scarce time to reach the Town with their Papers & other Effects.

In vain I endeavored to tow my Frigate [*La Renommée*] out but it being Calm in the Bay and then the Wind coming contrary prevented me from getting out before the Night had depriv'd me of the sight of His Britanick Majestys Ships, three different Schooners told me that they were gone for Jamaica.

I look'd for the Captain of the *Squirrel* to observe to him (on account of the good understanding subsisting between the two Courts) that an officer who commanded a Frigate in the Mole a Month before had given protection to a Vessel belonging to Jamaica and therefore I have more reason to complain of Captain [Stair] Douglas's Lieutenant for so gross a breach of the Treaties His going away appear'd to me a matter of so much consequence for the Honor of my King that I was determined to come myself to demand the Schooner, I flatter myself your Excellency will think that 'tis very natural for the Schooner to avail himself of the Protection afforded them by our Court, which would be equally the same to any of His Britanick Majestys Vessels that might require it, and more particularly in a case of this kind where our Colours were Hoist'd and under our Cannon where all your Vessels are receiv'd.

To conclude I have the Honor to remit to you the Memoir of my Demand of which I have transmitted an exact Copy to the Marine Minister.[2]

I will express in Person every thing else necessary to Justify the Demand that my Situation obliges me to make and I desire you that if the matter requires any delay to give an answer, at the receipt of this, to Justify my Conduct to my Master I would return immediately with the Confidence of your Justice in a matter which so essentially Interests both our Courts and without presuming you would be displeas'd at its being Communicat'd to our respective Ministers. I have the honor to be with every Sentiment of respect Your Excellencys [&c.]

Signed Le Chev^{r} de Monteil

A Copy

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1. PRO, Admiralty 1/240. Enclosed in Gayton to Stephens, October 8, 1776.
2. See Memoir of the Chevalier de Monteil, September 17, 1776.

CAPTAIN THOMAS LLOYD, R.N., TO VICE ADMIRAL CLARK GAYTON [1]

Extract of a Letter from Captain Thomas Lloyd of His Majestys Sloop *Atalanta*, dated at Sea the 16th September 1776.

I am sorry to be under the Necessity of laying a Complaint before you against the Master of the Packet but his Conduct has been such that I cannot look over it, On Monday the 9th September P M, the Packet went a head, Fird two, 6, Pounders to make her keep her Station, when she came within Hail I ask'd him why he did not Obey his Instructions, he answer'd he did all he could & that he would leave me to Morrow; I told him he should not if I could come up with him, he immediately shot a head, drop'd in our Hawse & carried away the Spritsail Yard, which you will see by my Journal on my arrival and last Night about 7 oClock, I made the Signal & Tack'd, in order to speak with the *Porcupine,* he then took that Oppertunity to make off, and I have not seen him since I am Sir [&c.]

Thomas Lloyd

A Copy. Clark Gayton

1. PRO, Admiralty 1/240. Enclosed in Gayton to Stephens, October 8, 1776.

Journal of H.M.S. *Atalanta,* Captain Thomas Lloyd[1]

September 1776 Island Tortuga W½N 6 Leagues

Monday 16 at 40 Minutes past 10 [A.M.] brot too a Vessel from Salem, sent a Petty Officer and 5 men on board[2]

Fresh breezes and fair weather made sail and gave Chase at 2 P M fired a Gun and made the signal to a Ship which we took to be the *Squirrel* at 3 shortned Sail and brot too, at 4 the Prize parted company wore and made sail in 2d reef TKd at 6 A M Cape Nichola So distance 5 Leagues,

1. PRO, Admiralty 51/75.
2. Schooner *Benjamin,* see Gayton's Prize List under October 8.

Journal of H.M. Schooner *Porcupine,* Lieutenant James Cotes[1]

September 1776 Cape Nichola SbE 5 or 6 Legs

Monday 16 AM at 5 TAKd at 6 Saw 2 Schooners, One to Windward & the other to Leward & gave Chase to the Weathermost at Noon Saw the Land

Light Airs & Rain,

still in Chase, at ½ past 3 Hoisted the Boat out and sent her Manned and Armed after the Schooner to Windward, do brought her to and found her to be a Prize from the Mole bound to Newberry,[2] Sent a Midshipman & 7 hands on board her & the Master & Cooper to Carry her down to Port Royal, took on bd the Mate 2 Passengers & 5 hands At Sun Set Hiniago NE Distce 4 Miles

1. PRO, Admiralty 51/702.
2. Schooner *Unity,* see Gayton's Prize List under October 8.

CAPTAIN WILLIAM CORNWALLIS TO PHILIP STEPHENS[1]

Pallas at Sea 16th Septr 1776.

Sir Latitude 32° N. Longde 73° W.

I beg you will be pleased to acquaint their Lordships that his Majesty's Ship *Pallas* under my Command has been Six Weeks from Portroyal, Jamaica, with a Convoy of 104 Sail a List of which I sent by the *Grenville* Packet who parted Company the 6th instant. We have been three Weeks since we came through the Gulf getting three degrees to the Northward owing to Calms and light Airs of Wind from the N. Et; We went to as short an Allowance of water both Officers and Men soon after we sailed, as I thought we could well be reduced to, the Weather being very hot, we have at present only Ten Butts besides the Ground Tier.

I intend keeping along the Coast of America in hopes of meeting with some Man of War upon that Station to enquire at what place we can get a supply, for unless we have a fair and fresh Wind soon I do not think it will be safe to Cross the Ocean with the small Quantity of water we have on board.

Many of the Merchant Ships parted Company as soon as we got through the Gulf, a great many of the others keep constantly so far off that we can but just see them from the Masthead, I have sent on board those that are nearest to us, and find some of them intend parting Company, others are as bad off for water as ourselves, and intend going to the Northward with us, I should hope that two or three days sail will put them pretty well out of the reach of the American Privateers, however I shall take all the care I possibly can of those that chuse to keep Company with us. Inclosed I send a weekly account of the State and Condition of the Ship. I am Sir [&c.]

W: Cornwallis

Endorsed Recd 4 Nov. & Read

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1. PRO, Admiralty 1/1611, 3, 10.

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17 Sept.

CONDEMNATION IN HALIFAX VICE ADMIRALTY COURT OF THE AMERICAN SCHOONER *Sandwich*[1]

Cause

Nova Scotia
Court of Vice
Admiralty

Matthew Squires Esqr Commander of his Majestys Ship of War the *Otter* V.S. Schooner *Sandwich* – 28 August 1776 – John Buchanan, Midshippman being Duly sworne Deposeth that the Schooner *Sandwich* was seiz'd & taken at a Wharfe in Norfolk in Virginia by Matthew Squires Esqr Commander of the said Sloop *Otter* that she had no Cargo on board or any Papers – that this

Deponant was put on board as Prize Master & Order'd to proceed with her to this Port of Halifax where she now is that she is about 40 Tons or thereabouts – 31st August 1776. John Buchanan

Sworn to before me, Chas Morris junr Regr

Septr 17th 1776 Court open'd by makeing Proclamation as usual Proclamation made for all Claimers to appear and assert their Claims and Defend their Rights to the said Schooner *Sandwich* none appear'd the Advocate General then mov'd for a Decree which was Pronounc'd as on file whereby the said Schooner was Condemn'd as lawfull Prize to the Captors thereof, Court adjourn'd without Day in this Cause[2]

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1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.
2. *Ibid.*, schooner *Dolphin*, taken by H. M. Sloop *Otter* off Cape Charles, Virginia, about June 17, 1776, was also condemned this date.

Acts and Resolves of the Massachusetts General Court[1]

[Watertown] Tuesday September 17th 1776.

Petition of Shubael Cottle a member of the House of Representatives for the Town of Tisbury in Dukes County in the behalf of Nathan Smith Captain of the first Company of Sea-Coast Men station'd in said Tisbury in Dukes-County aforesaid for the defence of the said County – setting forth –

That from the Encouragement given by these States to all Persons to make Captures of Vessels belonging to the Enemy employ'd against the united States, as also by a Resolve which passed the Honorable Continental Congress on the 23d of March in 1775, respecting such matters. That the above said Captain Smith from a principle of serving his Country, and stimulated with the hopes of Reward, He with divers other persons belonging to a Sea Coast Company station'd on the Island of Martha's Vinyard, with some of the Militia of the same place, with three Pilot Boats provided by said Smith, & Company did on the 12th day of April last past at the risque of their Lives board, take, and bring into the Port of Bedford in this State a certain Schooner called the *Volante* of about Sixty Tons burthen laden with Provisions, and Stores for the use of the Fleet, and Army employed against the united States of America the said Schooner then being a part of said Fleet, & Tender to the *Scarborough* Man of War – One Edward Marsh Master – The Petitioner at the time of the Capture did humbly conceive after condemnation and deducting the Charges incident thereto, that the Vessel, Cargo, and appurtunances was to be divided amongst the Captors, but by a Resolve which pass'd the late General Assembly at their last Session on the 23d day of April 1775 [*sic* 1776]. the State thereby taking two thirds of all such Captures, and the other third to the use of the Captors – the Petitioner, humbly suggests that should the Honorable Court take any part of said Capture by virtue of said Resolve passed the 23d of April aforesaid to the use of this State that two thirds is by far too great a part in the opinion of the Petitioner – He therefore (in the behalf of said Captain Smith, and Company) prays that the Honorable Court would take the matter into consideration and as the State were at no Expence, nor suffer'd any Risque for Vessels, Cannon in making said Capture, that the Honorable Court would order the whole, or such a part of said Schooner, Cargo and Appurtunances to the use of the Captors, as they shall think proper.

Resolved that whereas it appears to this Court that certain persons mentioned in said Petition, [were concerned in taking and bringing into this State a certain Schooner mentioned in Said petition][2] and it further appears, that the Vessels, or Boats which attacked, and took said Schooner were procured by, and at the risk of the Captors –

Therefore Resolved, that after the Charges of Tryal, and Condemnation are deducted from the gross proceeds of said Vessel and Cargo, and the Share of the other Captors have been assigned, the Colony shall receive one third and the Sea Coast Men the other two thirds of said Schooner, Cargo, and Appurtunances.

The Committee of both Houses appointed to take under consideration the claim this State has to the Prize Ship *Queen of England* Arnot [James Arnout] master loaden with Pork, and other provisions for the use of the Enemy lately taken in the harbor of Boston have attended that service, and ask leave to Report as follows.

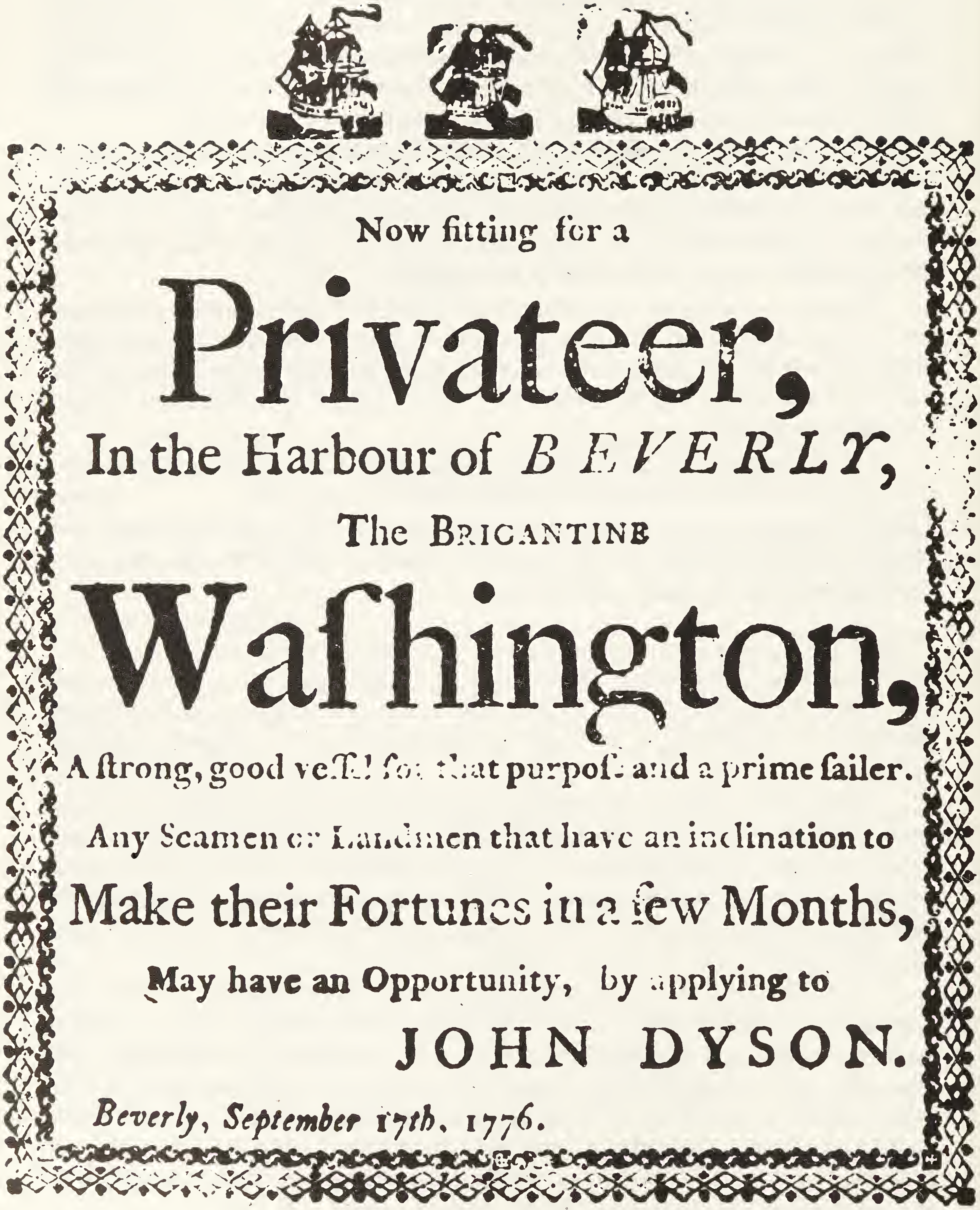
D Sewall p order.

That since the appointment of your Committee the Trial of the Justice of the said Capture, has been determin'd in the Superior Court, upon an Appeal made from the Maritime Court in the Middle district, by a Pilot on Board of the said Ship at the Time, of the Capture, who claimed the whole prize.

Upon which Trial your Committee are Informed, for they have not been able to obtain the Record thereof, That one fifth part of the said Prize, and her Appurtunances have been adjudged to the said Pilot as an original Captor, and the remaining 4/5 to the said Crafts, & Whitney, & their Regiments, who at the Time of the Capture where in the service, and pay of the State –

That by a Resolve of both Houses on the 23d of April last "The Sea Cost men station'd in any Port of this Colony, shall be intitled to one third part of the neat proceeds, after charges of condemnation, and other expences are paid of all Vessels & Cargoes that have been, or shall hereafter be taken by them, and legally Condemned by the Court Establish'd to try the Justice of all such Captures, which shall be divided, amongst them in proportion to the pay of the Officers, & Soldiers employed in such port, or place, and the Remainder shall be to the use of the Colony"

That your Committee are of opinion there can be no just pretence for the said Colonels, and their Regiments retaining the whole of the 4/5 of the said Capture to their own use.



Now fitting for a

Privateer,

In the Harbour of *BEVERLY*,

The BRIGANTINE

Waſhington,

A ſtrong, good veſſel for that purpoſe and a prime ſailer.

Any Seamen or Landmen that have an inclination to

Make their Fortunes in a ſew Months,

May have an Opportunity, by applying to

JOHN DYSON.

Beverly, September 17th, 1776.

And unless they are to be consider'd in this matter as Sea Coast Men, they have no legal demand to any part of the said Capture, and that an Adjudication of the 4/5 to them is in effect an adjudication of so much to the use of this State –

But your Committee are of Opinion that the said Colonels, and their Men, are equitably intitled to 1/3 of the 4/5, and no more, and this they conceive one of the said Colonels by his memorial laid in, before the Board is fully convinced of, and is contented with. –

Your Committee are likewise of Opinion, that the Superior Court may now legally, in Consequence of the Resolution of April last beforementioned, Order in the Precept for Sale of said 4/5 of the said Prize, a distribution thereof in manner following – viz: 1/3 to the said Colonels, and their Regiments in proportion to the pay they respectively receive from this State, and the Residue to this State, and that the agent for the middle District of this State ought to be by this Court directed to apply to the said Superior Court for a distribution accordingly. –

Read, & Accepted.

[1] Mass. Arch., vol. 35, 266, 269–71, 273–74.

[2] Omitted in error from Mass. Arch., vol. 35, but included in vol. 181, 230.

SAMUEL COOPER TO BENJAMIN FRANKLIN[1]

[Extract] Boston N. E 17 Septr 1776

We have Nothing new here except Captures from the British Trade, which are likely to increase — Our own Navigation is almost Wholly turn'd into Privateering, so that their Cruizers can take little or Nothing from us but empty Hulls, while their Ships come fast to us richly laden'd –

It is regretted among us that the American Fleet is not in greater Forwardness. We have two fine Frigates built at Newbury & Portsmouth, but after so long a Time, not yet ready to put to Sea: Many are the more uneasy at this, as two Frigates of the Enemy have had the undisturb'd Range of our Bay for five or six Weeks past, retaken some valuable Prizes, and greatly prevented the Coasters from coming in with Supplies to this Town. Whether there be any Fault in this or where it lies, I am unable to determine – I expect Mr [Samuel] Austin, a worthy Gentleman, & Select Man of this Town will call for this Letter and deliver it to you. . . .

[1] Franklin Papers, IV, 113, APS.

SHIPPING ARTICLES FOR THE CONNECTICUT STATE SHIP *Oliver Cromwell*[1]

We the Subscribers Do hereby severally Acknowledge ourselves Inlisted on Bord the Armed Ship belonging to the Free State of Connecticut under Command of Capt Wm Coit and Such other Officers as are or shall be from Time to Time Appointed to the Several Departments and Duties on Bord said Ship in Defence of the Rights & Liberties of the United States of

North America in General & of Connecticut in Particular subject to Do the Duties of our Respective Places on bord and Obey the Commands of all Officers Superior to us on bord said Ship untill the first Day of May 1777 unless Soon[e]r Discharged by Proper Authority. During which Time we agree to Obey the Commands of our Officers and Do the Duties of our Several Places on Bord under the Laws & Regulations of the Naval Service of said State of Connecticut which shall be Similar in Substance to those of the United States aforesd and for the Wages allowed & Agreed upon P Month as severally Annexed to our Names In Witness Whereof we have hereunto Set our Hands –

Names	Capacities	Wages p Mo	Times when Inlisted
Eben^r Backus Junr			
Christr Prince			Sept 17: 1776
Josiah Ware			
William Copps	Marine	2..0..0	Sept 17, 1776
Edward X Culver			August 1st
Benje X Short	Seaman	2..8..0	Do.
John Merrow			
Stephen Dewolf			
Henry X Kennedy	Seaman	2..8..0	August 26
Ichabod Sheffield	Seaman		
Wm. Fagins			

[1] Conn. Arch., 1st Series, IX, 153a, 153b, ConnSL. This document is incomplete.

Major General Philip Schuyler to Captain John Hunn[1]

Sir Head Qurs Albany Septr 17th 1776.

You are Immediately to take two Batteaus & some of Your best Hands & proceed with the utmost Dispatch to Poughkeepsie; On Your Arrival there You are to deliver the Letter directed to Mr Van Zandt, Either to him or any of the Gentlemen to whom the Care of Building the Vessels of War is Committed, & as soon as You receive the Cordage, For which I have wrote, or such Part as they can furnish You are with the Greatest Dispatch possible to convey It to this Place & deliver It to Mr Ph: Van Rensselaer. –

I Expect that You will push Night & Day to accomplish this Service. – I am sir [&c.] Ph:Schuyler. –

[1] Schuyler Papers, vol. 2, Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL.

Major General Philip Schuyler to the Committee for Building the Continental Frigates at Poughkeepsie[1]

Gentlemen Albany Septr 17[th] 1776

I have this moment received a Line by Express from Gen: Gates he is in the Greatest distress for the Cordage Mentioned In the Inclosed list not a fathom of It is to be had In this place I must therefore Intreat you to Send It by the bearer who goes Express for It, the row Gallies which are the Greatest Strength of our Naval force on the lake cannot be Equipp[ed] unless we are furnished with the Cordage – I am Gentlemen &c

P Schuyler

To Messrs. [Jacobus] Van Zan[d]t [Samuel] Tudor & the other Gentlemen to whose Care the build[ing] of the Frigates at Pokepsie is Con[signed]

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1. Schuyler Papers, Miscellaneous Military Papers, NYPL.

Journal of the New York Provincial Convention[1]

Die Martis, 4 ho. P. M.
[Fishkill] Septr. 17th, 1776.

The Convention on information that the soundings of Hudson's river, at and about Fort Washington, is not accurately sounded, and thereupon came to the following resolutions.

Whereas, there is reason to apprehend that the channel of Hudson's river opposite to Fort Washington is not yet sufficiently obstructed; And Whereas it is of the utmost importance to the safety of this State, and the general cause of America, that the navigation of that river should not be occupied by the enemy's ships: Therefore,

Resolved, That Captain Thos. Greenhill be, and he is, hereby requested and authorized to proceed with all possible dispatch to Mount Washington, in order to take an accurate survey of the landings of that part of Hudson's river, and that he report his proceedings to the Convention of this State with all possible despatch.

Resolved, That the commanding officer of Fort Washington be applied to by Captain Greenhill for his permission to sound the river, and for his assistance in carrying the above resolution into execution.

Resolved, That General James Clinton be requested to furnish Captain Greenhill with a whale boat, and a sufficient number of hands whose attachment to the American cause may be relied on, in order to assist in carrying this measure into execution, that General Clinton and Captain Greenhill be earnestly requested to conduct this matter with all the secrecy possible.

A letter from Gilbert Livingston, Esquire, at Poughkeepsie, was read. He therein informs that the chain intended to obstruct the navigation of Hudson's river, has been delayed for want of iron. He requests that one of the other members of the committee may come to him to assist him, and bring with him two thousand pounds, as their treasury is nearly exhausted; and informs that he expects to go to the fort to see that the apparatus is ready to fasten and stretch the chain.

Ordered, That the secret committee for obstructing the navigation of Hudson's river, have permission to go to the fortifications in the Highlands to-morrow morning.

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[1] *New York Provincial Congress,* I, 628, 629.

MAJOR GENERAL NATHANAEL GREENE TO GOVERNOR NICHOLAS COOKE [1]

Sir Camp at Harlam Heights 17. Sept 1776

I suppose you have heard of the Retreat from Long Island and the Evacuation of New york. The Retreats were both Judicious and necessary our numbers being very insufficient to hold such an extent of ground. His Excellency had proposd to Evacuate the City & Subburbs of New York sometime before the Enemy made their last landing, and had the Quarter Master General been able to furnish the necessary Waggons to remove the Stores and Baggage, the Retreat would have been effected in good Order, had the Enimy delay'd their landing twenty four hours longer. Almost all the Old standing Regiment was drawn out of the City in order to oppose the Enimy at Hell Gate where they made an appearance of a very large body of Troops, and movements as if they intended a landing. We made a miserable disorderly Retreat from New york, owing to the disorderly conduct of the Militia who run at the Appearance of the Enemies Advance Guard, this was General [John] Fellows Brigade, they struck a pannick into the Troops in the Rear and Fellows, and [Samuel Holden] Parsons whole Brigade run away from about fifty men and left his Excellency on the Ground within Eighty Yards of the Enemy, So vext at the infamous conduct of the Troops that he sought Death rather than life The Retreat was on the fourteenth of this instant from New york, most of the Troops got off but we lost a prodigious deal of Baggage & Stores On the 15th [*sic* 16th] we had a skirmish at Harlam Heiths a party of about a thousand came and Attackt our Advance post they met with a very different kind of a Reception from what they did the day before the fire continued about an hour and the Enemy Retreated our people pursued them and by the spirited conduct of General Putnam and Col [Joseph] Read the Adjutant General our people advanced upon the plain ground without cover and Attackt them and drove them back. His Excellency sent and order'd a timely retreat to our Advancd Post for he discovered or concluded the Enemy would send a large reenforcement, as their main body lay near bye. I was sick when the Army retreated from Long Island, which by the bye was the best Effected Retreat I ever read or heard off, consedering the difficulty of the Retreat. The Army now remain quiet but expect an Attack every Day Col [James Mitchell] Varnum[s] & Col [Daniel] Hitchcocks Regiments were in the last Action and behaved Nobly, but neither of the Cols was with them both being Absent one Sick the other taking care of the Sick. Time wont Permit me to say much more as I am wanted to go into the Jerseys –

I had the honnor of seeing & conversing with your Committee. I think and so does his Excellency, That the Opperations of the Campaign will have no Effect upon you as it will be impossible for the Enemy to detach any part of the Army while our Army is able to make any stand. I would not Evacuate one foot of ground, as it will tend to encourage the Enemy and disperit our People I am sure the Government is safe and will remain so unless the Enemy can ruin this Army, this is their grand Object and every nerve will be exerted to effect it, that they will not have opportunity and strength sufficient to molest you. I have not time to add one word more. I am with all due respect [&c.]

N Greene

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1. Letters to the Governor, 1776–1781, R. I. Arch.

JOURNAL OF BENJAMIN BOARDMAN[1]

[Paulus Hook, September] 17th.

This day a large quantity of lead musket ball and buck shot was discovered in a suspected house, about a mile and a half above us, and brought down to this place and properly secured for the United States. – Towards night the *Renown* returned back to her station up the North-River, but kept near the Eastern shore, to avoid the shot from our battery, which, however, kept up a brisk fire upon her as long as she was within reach.

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1. *Connecticut Gazette,* October 18, 1776.

JOURNAL OF H.M. SLOOP *TAMAR,* LIEUTENANT CHRISTOPHER MASON[1]

September 1776	Moored off the Town of Amboy
[Tuesday] 17	A M at 10 hove up the Stream Anchor & moored with the Bt Br a Cable each way Longbt Watering First pt fresh Breezes & Clear Middle & latter Mode & Cloudy at 1 P M sent our Boats Mann'd & Arm'd & took a Boat with 4 Rebell Soldiers, at 2 took a small Schooner off Amboy Town, they fired several Shot from their Batteries at our Boats, and the Hessians fired a Number at them.

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1. PRO, Admiralty 51/968.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Tuesday, September 17, 1776

A letter of the 23 August last, from V. De Coetiry Prejent, was laid before Congress, and read.

Resolved, That the same, with paper inclosed, be referred to the Marine Committee.

The committee appointed to confer with Lord Howe, agreeable to order, brought in a report in writing, which was read as follows:

In Obedience to the order of Congress, we have had a meeting with Lord Howe. It was on Wednesday last, upon Staten island, opposite to Amboy, where his lordship received and entertained us with the utmost politeness.

His lordship opened the conversation, by acquainting us, that, though he could not treat with us as a committee of Congress, yet, as his powers enabled him to confer and consult with any private gentlemen of influence in the colonies, on the means of restoring peace between the two countries, he was glad of this opportunity of conferring with us on that subject, if we thought ourselves at liberty to enter into a conference with him in that character. We observed to his Lordship, that, as our business was to hear, he might consider us in what light he pleased, and communicate to us any propositions he might be authorized to make for the purpose mentioned; but that we could consider ourselves in no other character than that in which we were placed, by order of Congress. His Lordship then entered into a discourse of considerable length, which contained no explicit proposition of peace, except one, namely, That the colonies should return to their allegiance and obedience to the government of Great Britain. The rest consisted principally of assurances, that there was an exceeding good disposition in the king and his ministers to make that government easy to us, with intimations, that, in case of our submission, they would cause the offensive acts of parliament to be revised, and the instructions to governors to be reconsidered; that so, if any just causes of complaint were found in the acts, or any errors in government were perceived to have crept into the instructions, they might be amended or withdrawn.

We gave it as our Opinion to his lordship, that a return to the domination of Great Britain was not now to be expected. We mentioned the repeated humble petitions of the colonies to the king and parliament, which had been treated with contempt, and answered only by additional injuries; the unexampled patience we had shown under their tyrannical government, and that it was not till the last act of parliament which denounced war against us, and put us out of the king's protection, that we declared our independence; that this declaration had been called for by the people of the colonies in general; that every colony had approved of it, when made, and all now considered themselves as independent states, and were settling, or had settled, their governments accordingly; so that it was not in the power of the Congress to agree for them, that they should return to their former dependent state; that there was no doubt of their inclination to peace, and their willingness to enter into a treaty with Great Britain, that it might be advantageous to both countries; that though his lordship had, at present, no power to treat with them as independent states, he might, if there was the same good disposition in Britain, much sooner obtain fresh powers from thence, for that purpose, than powers could be obtained by Congress, from the several colonies, to consent to a submission.

His lordship then saying, that he was sorry to find, that no accommodation was like to take place, put an end to the conference.

Upon the whole, it did not appear to your committee, that his Lordship's commission contained any other authority of importance than what is expressed in the act of parliament, namely, that of granting pardons, with such exceptions as the commissioners shall think proper to make, and of declaring America, or any part of it, to be in the king's peace, upon submission; For, as to the power of enquiring into the state of America, which his

Lordship mentioned to us, and of conferring and consulting with any persons the commissioners might think proper, and representing the result of such conversations to the ministry, who, (provided the colonies would subject themselves,) might, after all, or might not, at their pleasure, make any alterations in the former instructions to governors, or propose in Parliament, any amendment of the Acts complained of, we apprehended any expectation from the effect of such a power would have been too uncertain and precarious to be relyed on by America, had she still continued in her state of Dependence.

Ordered, That the foregoing report, and also the message from Lord Howe, as delivered by General [John] Sullivan, and the resolution of Congress in consequence thereof, be published by the committee who brought in the foregoing report.

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1. Ford, ed., *JCC,* V, 764, 765–66.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] September 17th, 1776.

Rich'd Wallace, Samuel Walston & Levi Horner, Prisoners taken on board the Sloop *Lady Susan,* commanded by Wm. Goodrich, were discharged & permitted to go to their Families In Maryland.

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1. *Pennsylvania Colonial Records,* X, 720.

JOSEPH HEWES TO SAMUEL PURVIANCE, JR.[1]

Dr Sir Philada 17th Sepr 1776

Agreeable to my Promise to your brother I now send a printed Article for Seamen, you will observe the wages allowed to able Seamen is eight dollars p month, ordinary Seamen & Landsmen Six dollars & two thirds of a dollar p month. I am respectfully [&c.]

Joseph Hewes

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1. Purviance Papers, MdHS.

"LIST OF PRISONERS OF WAR IN THE STATE PRISON OF PHILAD'A, SEPTEMBER 17, 1776."[1]

[Extract]

Capt. Wm. Goodrich, of a Cruizer.

Seamen from Virginia:

Lieut. Andrew Miller,
Brdgers Jones,
R. Hardy,
A. Lybourne,
Wm. Sturt, Seaman belong'g to the *Swan.*

John Ryan, Seaman belong'g to the *Roebuck*,
Capt. Thos. Slater of the *Roebuck's* tender.

Capt. David M'Culchen, of New York.
Messrs. James Fonest.
James Shanks.
Thos. Bryon.

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1. *Pennsylvania Archives,* 2nd series, I, 423.

Advertisement of the Maryland Council of Safety[1]

[Annapolis] September 17, 1776.

The Council of Safety want immediately to charter several vessel[s] to load for the foreign West-Indies. Any persons having vessels to hire, may know the terms, by applying to the Council at Annapolis.

By order,
R. Ridgely, clk.

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1. *Maryland Gazette,* September 19, 1776.

Journal of the Virginia Council of Safety[1]

At a Council, held at the Capitol in the City of Williamsburg on Tuesday the 17th September 1776.

Pursuant to a former order, Lieutenant Samuel Towls of the Schooner *Revenge* in the Naval service of this State, received, and qualified to, his Commission, dated the 16th Instant.

Captain Ephraim Gilbert of the Sloop, *Johns Releif,* having laid before the Board his papers, which were examined, he is permitted to proceed to any part of this Commonwealth, break Bulk, and dispose of his Cargo.

Ordered that a Warrant issue to Matthew Phripp for seven hundred and Ninety pounds, for the purchase money due for the Brig *Liberty* by agreement with the Committee of Safety.

The Board, having heretofore Ordered that a Suit should be prosecuted against Matthew Phripp, one of the Owners of the Schooner *Polly,* John Middleton Master on the Bond given at her clearance for Hispaniola, the said John Middleton having violated the condition thereof, by proceeding to Bermuda; at the request of Mr Phripp. who produced attested Copies of the Instructions given Captain Middleton, whereby it appears the said Captain has disobeyed his orders. It is Ordered that to relieve Mr Phripps Character from any Stigma in consequence of the said transaction, and that his reputation may not unjustly suffer by a proceeding which publick Justice has rendered necessary, the Clerk deliver him a Copy of this Entry.

Ordered, that the Commissary of Provisions, deliver to Captain Richard Taylor of the Schooner *Hornet* four hundred pounds of Bacon, and one Bushel of Salt for the use of the said Schooner.

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1. McIlwaine, ed., *Journals of the Virginia Council,* I, 163, 165.

MEMOIR OF THE CHEVALIER FRANCIS DE MONTEIL[1]

Francis Aimar de Monteil, Knight of the Royal and Military order of St Louis, Brigadier in the Navy, First Captain in Command of the Ships of War Station'd at the French Islands has the Honor of claiming from His Excellency Admiral Gayton, the Schooner *Lady Caroline,* taken three days ago at the entrance of St Nicholas Mole, as will appear in the annex'd declaration,[2] within a Mile of the Shore and in Sight of the *Renommée* which was then getting ready for Sea,

He hoist'd the French Colours several times and Slip'd his Cable useing his best endeavours to get out of the Bay, in order to Demand the abovemention'd Schooner and Cargo

The Chevr de Monteil not being able to speak the English Frigate, she being a little afterwards at some distance from the Coast, judging that he had a right to claim a Capture made within Gun Shot at the Point under the Colours at the Mole has not lost a Moment, & the necessity of the case was such, that he would not dispatch to His Excellency the Officer of the Sloop of War who went out with him, but thought it most proper to execute such an important Commission himself.

He hath already set forth his motives in his Letter[3] (which are found'd from the good understanding subsisting between the two Courts) that the Sloop that went before the *Squirrel* pass'd the bounds of the Treaty, and violat'd the Laws of Nations & ought to have relinquish'd his pursuit the People of the Schooner were so near the Shore, that they came with great ease to make Depositions of the Act, to a Town; where all British Subjects trade unmolest'd.

The Chevr de Monteil being persuaded that the Captain of the *Squirrel,* or the Admiral would deliver up said Schooner, has brought down some French Sailors, who were delivered to him at the Mole, to bring her back, and altho' he knew the little Vessel, with which he came in, he prefer'd to follow her at an easy Sail to ask the Restitution with that Defference which is due between the Officers of both Monarchs

Whether His Excellency Admiral Gayton immediately consents to this Restitution (provid'd that the Oaths of the People belonging to the *Squirrel* who have brought said Schooner down here, agree with the Tenor of the above) whether she is not sent back, but to the end of being Deposit'd in the care of Monsr L'Comte Dennery.

The Chevr de Monteil begs that Admiral Gayton replies in writeing to this Memorial as it is his indispensable Duty to send a Voucher to the Court of France, of his having done himself the Honor of addressing Admiral Gayton, and of sending him a Duplicate of the Declaration of the Master of said Schooner, and by his desire, and has set forth his reasons for having made the demand – He must once more repeat the necessity of an answer (which he hopes to receive) to the end that if the affair is not determin'd here in its Origin, the French Ambassador at the Court of Great Britain; shall be able to treat upon the Subject there.

And it is in this expectation that the Chevr de Monteil was satisfied to do nothing else but to follow the Schooner here confiding in the mutual proceedings of his Excellency the Admiral Gayton

(Sign'd) The Chev^r de Monteil

From onboard the *Renommée,* at Jamaica 17th September 1776.

P S In handing the above Memorial to Admiral Gayton, I beg that he will take Notice, that the word Protection, is only meant to imply Assylum, the Sense I use it.

I am Satisfied that his Excellency leave the matter in dispute concerning the said Schooner which I have claim'd in the name of Monsr L'Comte Dennery Commander in Chief of St Domingo, to be Decided by the two Courts, and to please to acquaint the same to the said Comte Dennery

(Sign'd) L'Chev^r de Monteil

[Endorsed] (A Copy)

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1. PRO, Admiralty 1/240. The translation is in the handwriting of Admiral Gayton's secretary. Enclosed in Gayton to Stephens, October 8, 1776.
2. See Declaration of John Douglass, master of the *Lady Caroline,* September 14.
3. See de Monteil to Gayton, September 16.

"A JOURNIEL KEPT BY EPHRAIM BRIGGS ON BOARD OF THE GOOD SLOOP *WARREN* A BOLD PRIVATEER FROM DARTMOUTH TO THE LATTD. OF 33:"[1]

Tuesday September the 17 Day A D 1776

Latter Part Tuesday Morning Something jumbling the Wind starts to the NNE Six A Clock saw A sail bearing NE. A standing For Us We Hug'd our wind she overhals Us Fast Keep Away Afore it Lattd In by observation 34 33. First Part these 24 hours Good Weather the Wind at NE A small Brease A sail I[n] Chase of Us two A Clock Fir'd at Us Got Almost Up with Gave Us Another Gun Came Up With [us] It was A Privateer From Rhode island Capt Ladd.[2] Cheif Commander Been out Seven Days spoke With A Prize Ship taken By A Privateer Belonging to Capan [Cape Ann] Capt Ladd. Bound to Newfoundland if Not Meets With Success Before

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1. RIHS.
2. Captain William Ladd in the Rhode Island privateer sloop *Batchelor.*

18 Sept.

ADVERTISEMENT FOR DESERTERS FROM THE CONTINENTAL FRIGATE *Raleigh*[1]

5 Dollars Reward.

Deserted from on board the Ship of War *Raleigh,* commanded by Thomas Thompson, Esq; Edward Thorp, an Englishman, five feet six inches high, dark complexion, has a cast with one eye. – William M'Daniel, an Englishman, five feet eleven inches high, dark complexion, – And Michael Brown, an American five feet eleven inches high, dark complexion. – Benjamin Gerrish, five feet eight inches high, dark complexion, – Joseph Howard, five feet, 4 inches high, brown complexion – John Allen, five feet nine and three quarter inches high, dark complexion. – Whoever will apprehend said deserters, and return them on board said ship *Raleigh* or secure them in any of the colony gaols shall receive Five Dollars Reward for each, and necessary Charges allowed.

Peter Shores.[2]

Portsmouth, Sept. 18, 1776.

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[1] *The Freeman's Journal,* September 21, 1776.

[2] First Lieutenant of the *Raleigh.*

PETITION OF A STEERAGE PASSENGER IN THE BRITISH PRIZE SHIP *ANNA MARIA* TO THE MASSACHUSETTS COUNCIL [1]

The Humble petition of William Pascall, steerage Passenger, On Board The Ship *Anna Maria* William Pringle – Commander from Barbadoes, – Bound for London and taken by the Privateer sloop *Revenge,* of Salem, Joseph White Commander.

Sheweth, That whereas, I hear of a Ship in Boston Harbour, purchased by Mesrs Ross and Morgan of said Boston, with intent of carrying Passengers to London. –

I humbly crave the favour, your Honours will, of your goodness, grant me the Liberty to return in said Ship to London, my native place; as I have a tender Mother a Widow; and two Children younger than my self, whose whole dependance (under God) is on my Labour, and industry, for their support. – I complain not (May it please your Honours) of any ill treatment since my being made a Captive, but on the contrary declare, and will at all times declare, my being exceedingly well used. – But my money being on the decline, and a long, and (in all probability) tedious Winter approaching, is the sole cause of this my earnest prayer. I Beg therefore your consideration of my Case, and that this my request and prayer may be granted. – And your Petitioner as in duty bound shall ever pray. –

William Pascall

Salem 18th Septr 1776.

[Endorsed] In Council [Watertown] Septr 24, 1776 Liberty is hereby granted to the within named William Pascall to depart this State in the Ship *Creighton* (Benjn Moore Master) lately purchased by Mr Ross for the purpose of transporting himself & others to Great Brittain –[2]

Jn° Avery Dpy Secy

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[1] Mass. Arch., vol. 165, 259.

[2] Other crew members and passengers from various prizes were granted permission to depart on board the *Creighton.*

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT[1]

[Watertown] Wednesday September 18th 1776.

Resolved, that this State will furnish the Agent for building the Continental Ships at Newbury Port with a sufficient number of Guns provided they can be obtained by purchase, or otherways for the Continental Frigate called the *Hancock,* John Manley Commander, and which Ship is built to carry thirty two Guns, and will afford him every other assistance Possible for fitting out, and Manning said Ship, and the Honble Richard Derby Jr Esqr is appointed Agent in behalf of this Colony for the purposes aforesaid provided leave can be obtained from the Honorable Congress for said Vessel to Cruise on this Coast for the protection of the Trade thereof. The said Continental Agent engaging to reimburse all the expences this State shall incur in fitting out, and manning said Sloop [*sic*], and return said Guns whenever said Ship shall be otherwise employ'd It being of great Importance that there should be a sufficient Number of Armed Vessels fixed for Sea effectually to free this Coast from the Enemies Armed Vessels now Infesting of it. –

[1] Mass. Arch., vol. 35, 279, 284.

ADVERTISEMENT FOR A DESERTER FROM THE CONTINENTAL FRIGATE *Providence*[1]

Run away from the Ship *Providence,* William L[i]ng, about 5 Feet 8 inches high, has dark Hair, and dark Eyes: Had on when he went away a light blue Jacket, a Pair of Canvass Trowsers, and an old Felt Hat; says he run away from the *Phoenix* Man of War. Whoever will apprehend said Runaway, and commit him to any Gaol in the United States of America, shall have Five Dollars Reward, and reasonable Charges, paid by

William Barron, Lieut.

Providence, September 18, 1776.

[1] *Providence Gazette,* September 21, 1776.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY[1]

[Lebanon] September 18th, 1776.

Voted, That this Council do advise his Honor the Governor to grant to Mr. James Church of Hartford a permit to export a cargo of the value of sixty or seventy pounds to the foreign West Indies, for the purpose of purchasing a load of salt, to be brought into this State for supplying the inhabitants with that article.

[1] Hoadly, ed., *Connecticut Records,* XV, 521.

Master's Log of H.M. Brig *Halifax*[1]

Remarks on Wednesday 18th of Septr 1776
[in Huntington Bay]

6 [A.M.] saw a small Schooner Boat to the WWd Sent the Tender[2] to Chace her weighd and Came to sail.

10 [A.M.] the Tender Returnd wt the Chace found Her to be from the Rebel shore wt four Cask[s] of Po[r]ter took possession of the Boat. took the po[r]ter out of her and sunk her

At Noon Norwalk Town NNE Janseys point WSW Empd Twining to the WWd . . . .

at 2 Came too wt the Small Br at the Mouth of Oyster Bay in 7 fathoms of water Hog Island SWbW NE point of the Bay NEbN Tenders In Company

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[1] PRO, Admiralty 52/1775.

[2] *Ibid.*, the sloop *Sally* taken September 9 had been fitted as a tender on September 14. She was armed with two 2-pounders and four swivels, and manned by a midshipman and six seamen.

"Force on the Lake [Champlain] tolerably exact, on Septr 18th. 1776."[1]

Names.		Guns.	Commanded by
Inflexible	will be ready in 8 Days	16..12 lbs & 2.. 9	Lieut John Schank of his Majts Armed Ship the *Canceaux*
Maria	quite ready	14.. 6	Lieut John Starke
Carleton	Do	12.. 6	Lieut Jas Rd Dacres of the *Blonde*
Radeau	Do	6..24 on the lower deck 6..12 on the Quarter Deck & 2..12 on the Forecastle, 2 Howitzers where most of use	Lieut John Stone of the *Lizard.*
retaken Gondola		6..6 & 2.12	Lt Edwd Longcroft of the *Brunswick*
6 Gun boats	each	1..9	Each Commanded by a Petty Officer.
8 Do	Do	1..6	
14 Do		Army Guns of different Calibers Howitzers	

4	Long Boats carrying	1..3 Each

26 other Transport Long boats to Convey Provisions, and about 450 Batoes for the conveyance of the Troops.

1. PRO, Colonial Office, 5/125, 69c.

Brigadier General Benedict Arnold to Major General Horatio Gates [1]

[Extract] Isle La Motte September 18th 1776.

Dear General, My last was the 16th Inst. by Ensign [Clemens] Botsford; the next Morning, Lieut: Whitcomb and his Party returned from St John's with Two Prisoners, Ensign Saunders, and a Corporal of the 29th Regiment, who were taken between St John's, and La Prairie. The Ensign says there is a Ship on the Stocks at St John's, designed to mount Twenty Guns, Nine, and Twelve Pounders, several Schooners, and small Craft; but seems ignorant, as to their Size and Numbers. He says there was talk of crossing the Lake soon; but in general it was thought they would not cross this Fall. Both him and the Corporal seem cautious of giving any Information . . .

I am inclined to think, on comparing all Accounts, that the Enemy will soon have a considerable naval Force. The Ship, the Ensign says, will be completed in a fortnight, and is to be manned from the Navy in the River.

I make no Doubt of their soon paying us a Visit, and intend first fair Wind to come up as high as Ile Valcour, where tis a good Harbour, and where we shall have the Advantage over the Enemy; and if they are too many for us, we can retire. I believe their Army crossing the Lake, depends entirely on the Advice they may receive from New York.

I beg that at least One Hundred good Seamen maybe sent me as soon as possible. We have a wretched motley Crew, in the Fleet; the Marines, the Refuse of every Regiment, and the Seamen, few of them, ever wet with salt Water. We are upwards of One Hundred Men short of our Complement.

Ensign [John] Bush arrived here last Night, and brought four Beeves, which is all the fresh Provision we have received. By him I send up Lieutenant Whitcomb and his Prisoners. I could wish to have a Six or Eight Inch Howitz mounted in Two or three of the Gallies. If they are arrived, they will be of infinitely more Service than Guns especially to attack a large Vessel. If the Grape and Chain Shot is arrived, I beg it may be sent with some good slow Match, and three Cables and Anchors. We have not a spare one in the Fleet, and the blowing Season is now coming on.

There is a small brass Royal at Ty, which with a hundred Shells and a Gunner, may be very useful to us . . .

(Copy)

1. Gates Papers, Box 4, NYHS.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION [1]

Die Mercurii, 9 HO. A.M.
[Fishkill] Septr. 18th, 1776.

Mr. Hobart, from the committee to report the most proper disposition of the sloop *Montgomerie,* delivered in their report, which was read. That part of the report which respects the condemnation and sale of prizes was agreed to, Thereupon,

Resolved, That a letter be immediately written to Mr. Joseph Hallett, the agent for prizes, requesting him forthwith to repair to New-England, and take the most speedy and effectual measures for the condemnation and sale of such vessels and goods as Capt. [William] Rogers the commander of the said sloop may have brought into that country.

The said committee also reported a draft of such letter to Joseph Hallett as above mentioned, which was read and approved of, and is in the words following, to wit:

> Sir — The Convention having received information that Capt. Rogers of the sloop *Montgomerie,* has left the south side of Long island, and is arrived at Norwalk, in Connecticut, with some of his prize goods, and that some vessels which he brought off with him are arrived in other parts of New-England, it is their desire that you repair forthwith to that country, and take the most speedy and effectual measures for the condemnation and sale of such vessels and goods; which I am directed to signify to you, and am, sir [&c.]
>
> To Joseph Hallett, Esqr.

Ordered, That a copy thereof be engrossed, and signed by the President, and transmitted.

That part of the said report which relates to the sale of the sloop *Montgomerie,* was recommitted to Mr. Wm. Smith, General Ten Broeck, Mr. [William] Duer and Mr. Bancker, Mr. Hobart being excused on his earnest request and reasons assigned.

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1. *New York Provincial Congress,* I, 629, 630.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS[1]

Duplicate
Number 8.

Eagle, New York River,
September the 18th. 1776

Sir, By the *Halifax* Packet, sent to make known the Progress of the Army since the Date of the General's last Dispatches, I have Opportunity to acknowledge the Receipt of your Letter of the 25th of June by the *Galatea,* giving Advice of the Reinforcement ordered for the Fleet and Army, and enclosed with the Duplicates of Letters forwarded by the Captain of the *Diamond,* who is charged with the Conduct of that Reinforcement.

I have the Satisfaction of being able to inform their Lordships that a Disposition having been made for landing the Army on York Island on the

Morning of the 15th, the Captains [Hyde] Parker [Jr.] and [James] Wallace, whose Abilities and distinguished Resolution point them out for the most important Services; with the Captains [Charles] Hudson, [Robert] Fanshawe and [Andrew Snape] Hamond, Officers of great Merit, passed the Fire of the Town of New York with their Ships on the Evening of the 13th, to wait off Bushwyck Creek, opposite to Kepp's Bay where the Landing was proposed to be forced, in the East River. The Flat Boats, Batteaux and Gallies under the Direction of Commodore Hotham, but arranged in Divisions commanded by the Captains [George] Vandeput, [Benjamin] Caldwell, [Archibald] Dickson, [Toby] Caulfield, [Charles] Phipps and [Anthony] Molloy, and the Lieutenant [John] Howorth of the *Eagle;* assisted by the Lieutenants [John] Henry, [Anthony] Parrey, [Henry] Chads and Bristow, Agents of Transports; were manned from the two-decked Ships and Transports as on the former Debarkation, and sent up at different times under the Shore of Long Island, undiscovered by the Enemy on the opposite Side.

Six Transports, which Messrs Robt Roughhead, Richd Fowler, John Randall, Tho: Brown, —— Chambers and —— Stuart, the different Masters, making a voluntary Offer of their Services engaged to conduct, were sent up the East River on the 14th, under the Direction of the Agent Lieutenant [John] Knowles, and Lieutenant Laird whose active Assistance in the most fatiguing Parts of the Debarkation-Duty, the Conveyance of the Artillery, has marked his Zeal for the King's Service in a particular Manner. They were appointed to take in a number of Troops from Bushwyck Creek for facilitating the more timely Support of the first Division embarked in the Flat Boats at New Town Creek.

The Pilots declining on Account of the Strength of the Tide, to take Charge of the particular covering Ships that were intended to be placed toward Hell Gate, for countenancing the Appearance of a Descent on that Part of the Coast, all the five were placed in Kepp's Bay on the Morning of the 15th and having by the Effect of their well-directed Fire compelled the Rebels to quit their Intrenchments upon the Shore, the Debarkation was made without further Opposition.

The General's public Acknowledgments addressed to the Commodore and the several Officers and Seamen employed, will be the best Testimony I can render of their meritorious Services on this Occasion.

In order to facilitate the Operations of the Army in the East River, another Detachment of the Ships of War was appointed, by the General's desire, to proceed up the North River; to give Jealousy to the Enemy on this Side. The *Renown,* Captain [Francis] Banks, with the Captains [Henry] Davis and [Thomas] Wilkinson in the *Repulse* and *Pearl,* were ordered for that Purpose. They passed the Enemy's Batteries without material Injury early on the 15th to a Station about six Miles to the Northward of the Town. On the ensuing Night the Enemy directed four Fire-Vessels in Succession against them; But with no other Effect than that of obliging the Ships to move their Stations, the *Repulse* excepted. The *Renown* returned to this Side the Town: But the two Frigates remain still in the North River, with the *Tryal* Armed Schooner, to strengthen the left Flank of the Army extending to the Western Shore of York Island, as Circumstances will admit.

Since my last No 6, of which a Duplicate is herewith enclosed, the *Carysfort, Pearl* and *Tartar* from the St Lawrence are arrived, and yet remain here, to be employed as the Service may require.

The *Galatea* being the first Frigate which the State of Things, with respect to the Operations of the Army, has allowed me to detach for a Continuance to the Southward, Captain [Thomas] Jordan is under Orders to proceed off the Island of Bermudas; In quest of several small Privateers of the Enemy ranging the Stream of that Island to intercept the West India Trade. Concluding the *Nautilus* will be in great Want of Naval Stores as well as provisions and probably Repairs, I have sent Orders by the *Galatea* for Captain [John] Collins (if still at Bermuda) to join me at this Port.

In the Duplicate of your letter of the 23d of June by the *Galatea,* on the Subject of the large Supplies [of] Naval Stores provided, You mention, Sir, their Lordships Reliance that the Ships will be kept in constant Employment. I conceive from thence, that they will expect to receive some Report from me touching suitable Disposition of the Ships for effecting the intended Restraint upon the Trade of the Rebellious Colonies, and for suppressing the Armed Force fitted out from the different Ports along the Coasts of this extensive Continent.

It is with great Concern that I am still unable to make a satisfactory Return to their Lordships probable Expectations therein. But I flatter myself that my Deficiency will be deemed less singular, when they are pleased to consider the full Employment which a much inferior Land Force afforded for the Fleets that attended their Operations in the last War, Tho' I conceive, it is not from the Numbers in either Profession that a true Judgment of the Proportion they should bear to each other is to be deduced, But from the Nature of the Service to be carried on; the Country, and Communication. Seeing that from the Ships must be provided practised Men to be employed in Boats, for landing with the requisite Expedition, and transporting, the Troops, Baggage and Artillery; And, where Water Carriage is so much in Question, the Means also of intercepting the Enemy's Supplies: Besides the Protection of the Transports, on which the Existence of the Army has depended, so far as the Operations of this Campaign have hitherto advanced.

I shall dispose of the Supernumerary Men their Lordships have ordered out in the Hulks and Frigates, according to their Qualifications. And as Reference is had in your said Duplicate to the Provisions in the prohibitory Act amongst the Expedients their Lordships have in Contemplation for keeping the Complements of the Ships complete; I beg leave to observe of the Men to be so procured, that the Europeans are unquestionably the most preferable; And, from all I have yet experienced, the only Men on whom any Dependence is to be placed. The Prejudices the native Americans have imbibed, disqualify them for every Trust. And the extravagant Advantages with which they tempt the European Seamen to desert, render their Continuance dangerous in the Ships. Wherefore, I presume to think no Aid can be derived from the Capture of American Ships at the present Crisis; Except in the Exchange of their Crews with the British Seamen now Prisoners in the different Colonies, upon the Plan submitted in my last Letter.

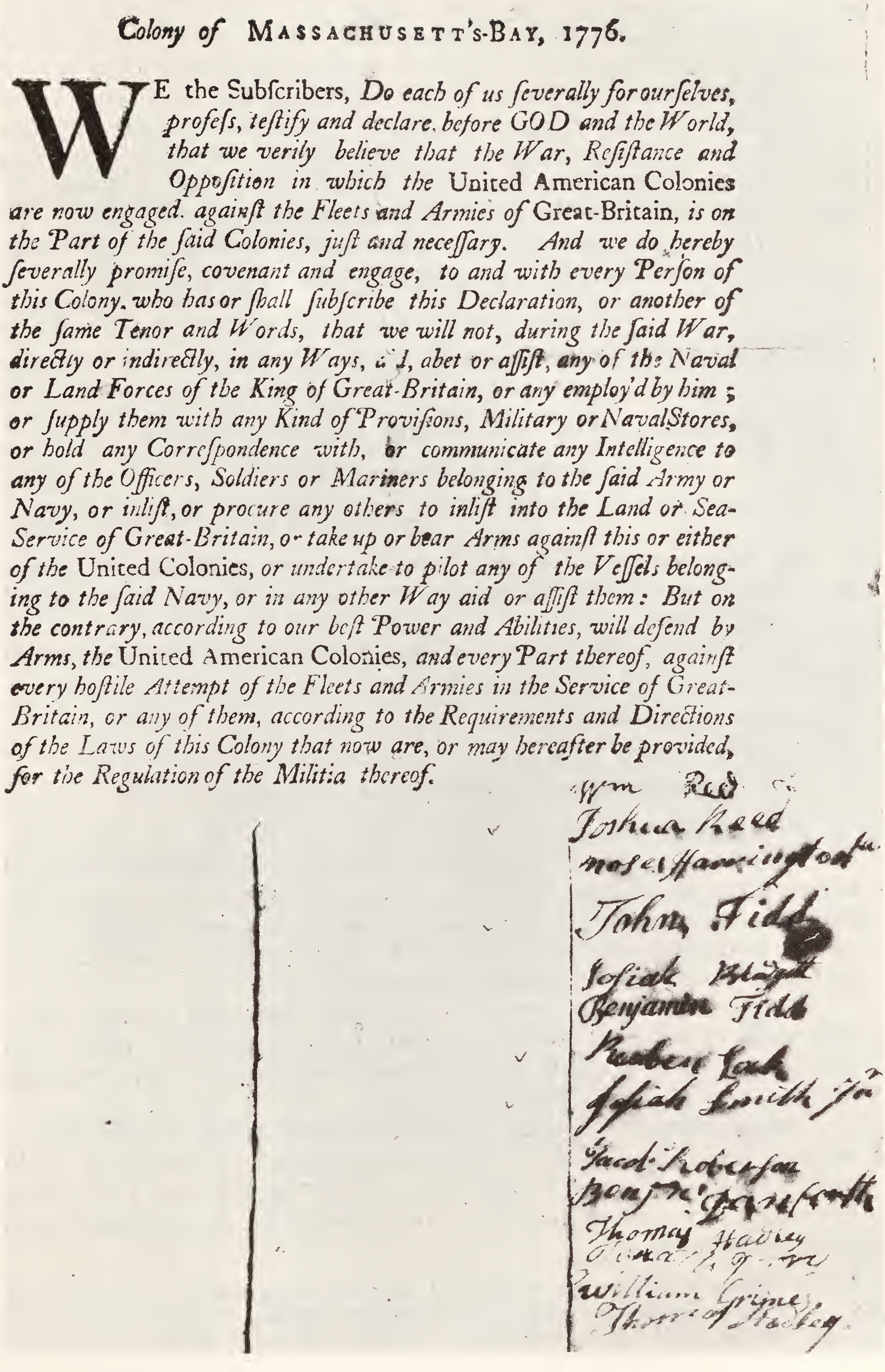
The Want of a sufficient Naval Force for the various Occasions consequent of the Movement of the Army, obliges me still to detain the Frigates on that Account. The State of many of them, and of the two-decked Ships is such, as will require their being sent to Europe or different Ports in the West Indies, when the Operations of the Army become more confined during the Winter Season: That they may be made ready with most Dispatch, for cruizing Service in the Spring. I may then be able to keep them fitted and employed in more regular Succession. But as no Port on the Continent is yet open for supplying the Cruising Ships with Water to the Southward, I must plead for their Lordships favorable Construction of my Endeavors to use the Means with which I have the Honor of being entrusted, to the best Advantage, according to the Exigencies of this complicated Service.

Due Attention will be given to the Contents of the Abstract of Lord George Germain's Letter to the Generals Carleton and Howe, respecting the Dismission of the Transports, as they can be spared. I flatter myself his Lordship will be satisfied from his subsequent Knowledge of the actual State of the Operations here, that no Want of Regard has yet been shewn to that highly interesting Consideration.

I have only to trouble you further as of immediate Consequence, with Relation to that Paragraph in your Duplicate aforesaid, concerning the Supply of Ordnance-Stores.

The Store-Ships referred to in Mr. [John] Boddington's Letter of the 9th of June, contained Articles suited principally to the small Armed Vessels and Frigates of the lower Class; But had neither Powder, Ball, or Cartridge, in any adequate Quantity for the Ships of superior Rates. Wherefore, but for the Ball the Enemy have left in and near the Town of New York, whereof the Numbers of 12 and 18 lb have not yet been ascertained, the Service of the thirty two and forty Gun-Ships would have been greatly confined. I have added a State of the Expence of Ordnance Stores in the Ships here, as a Rule for proportioning the future Supplies, which I am to request, thro' their Lordships Interposition, to have sent out by such safe and expeditious Conveyance, as the Importance of the Concern may induce. Proper Supplies of Medicines for the Fleet will be equally necessary; the Surgeons having no Means of providing Medicines in this Country.

I learnt on my Arrival here, from the Accounts Captain [Charles] Douglas transmitted to Vice Admiral Shuldham, the Progress of the Naval Operations under his Direction; And the Success of His Majesty's Arms in the Province of Canada. By the *Carysfort* and *Pearl* he let me know his subsequent proceedings to the 4th and 12th of last Month, as contained in the Copies of his Letters herewith enclosed. My Letter of the 13th of June, of



Colony of MASSACHUSETT'S-BAY, 1776.

WE the Subſcribers, *Do each of us ſeverally for ourſelves, profeſs, teſtify and declare before GOD and the World, that we verily believe that the War, Reſiſtance and Oppoſition in which the* United American Colonies *are now engaged againſt the Fleets and Armies of* Great-Britain, *is on the Part of the ſaid Colonies, juſt and neceſſary. And we do hereby ſeverally promiſe, covenant and engage, to and with every Perſon of this Colony, who has or ſhall ſubſcribe this Declaration, or another of the ſame Tenor and Words, that we will not, during the ſaid War, directly or indirectly, in any Ways, aid, abet or aſſiſt, any of the Naval or Land Forces of the King of Great-Britain, or any employ'd by him; or ſupply them with any Kind of Proviſions, Military or Naval Stores, or hold any Correſpondence with, or communicate any Intelligence to any of the Officers, Soldiers or Mariners belonging to the ſaid Army or Navy, or inliſt, or procure any others to inliſt into the Land or Sea-Service of Great-Britain, or take up or bear Arms againſt this or either of the* United Colonies, *or undertake to pilot any of the Veſſels belonging to the ſaid Navy, or in any other Way aid or aſſiſt them: But on the contrary, according to our beſt Power and Abilities, will defend by Arms, the* United American Colonies, *and every Part thereof, againſt every hoſtile Attempt of the Fleets and Armies in the Service of Great-Britain, or any of them, according to the Requirements and Directions of the Laws of this Colony that now are, or may hereafter be provided, for the Regulation of the Militia thereof.*

Wm Reed
Joshua Reed
Moses Harrington Jun
John Fidd
Josiah Blodgett
Benjamin Fidd
Reuben Cook
Josiah Smith Jun
Jacob Roberson
Benj Mc Danforth
Thomas Hadley
[illegible]
William Grimes
Thomas Hadley

which I likewise trouble You with a Copy, will have informed Captain Douglas of my general Ideas in respect to the Appointment of the Ships under his Order at that Time. I have not yet had an Opportunity to forward any more particular Instructions to him in consequence of his later Informations. The necessary Preparatives for the Service on the Lakes will have detained him in the St Lawrence whilst the Season ad[mits] of his Stay there. And his diligent Attention to that Service will, I make no Doubt, engage further Testim[ony] of their Lordships indulgent Approbation.

To the other Papers enclosed, I have added [a] State of the Disposition of the Ships;[2] And am, With great Consideration, Sir [&c.]

Howe

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1. PRO, Admiralty 1/487.
2. See next entry.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] September 18th, 1776.

An order was drawn on Mr. Nesbitt, in favour of Arthur Donaldson, for £ 300, on acco't of the floating Battery building by him, to be charged to his acco't.

Mr. Nesbitt was directed to pay Wm. Perkins £ 3 18 1, for Blacksmith Work, done on board the Gallies.

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1. *Pennsylvania Colonial Records,* X, 721.

Pennsylvania Gazette, WEDNESDAY, SEPTEMBER 18, 1776

Philadelphia, Sept. 18.

On Friday last arrived here from Martinico, the Continental ship of war the *Reprisal,* Lambert Weeks, Esq; Commander. On board of said ship came passengers several French Officers, who we hear are strongly recommended to the Honourable the Congress by the Governor of Martinico. One of them it is said is an accomplished Engineer.[1]

Since our last a vessel arrived in this port with 2000 bushels of salt. The whole of it was immediately bought up by a respectable merchant of this city, who is now selling it out in small quantities, at a very moderate advance, for the benefit of the public.

Yesterday the Continental brig of war *Andrew Doria,* Captain Biddle, returned here from a cruize. We hear she has taken four prizes, viz. a ship and a brig, from Virginia, a [brig] from North Carolina; and a brig from Barbados for Newfoundland, which were ordered for any port they could get in to the Eastward.[2]

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1. The engineer was Jean Louis Imbert, and the other French officers were: Marquis de Malmedy, Christian de Colerus and Jean Louis de Vernejous. Ford, ed., *JCC,* V, 783–84.
2. For names of Biddle's prizes see *Pennsylvania Journal,* Wednesday, September 18, 1776.

“DISPOSITION OF HIS MAJESTY’S SHIPS & VESSELS EMPLOYED IN NORTH AMERICA UNDER THE COMMAND OF VICE ADMIRAL THE VISCOUNT HOWE” [1]

Rate	Ships Names	Guns	Men	Commanders	Appointments.	
3	*Eagle*	64	520	V: Adm: Lord Howe Capt: Duncan.	off New-York	Attending upon the Operations of the Army. –
	Asia	“	500	“ Vandeput		
4	*Chatham*	50	367	Comm: SrP: Parker Capt: Caulfeild		
“	*Preston*	“	“	Commr Hotham Capt: Uppleby		
“	*Renown*	“	350	“ Banks		
“	*Experiment*	“	300	“ Williams		
5	*Phoenix*	44	280	“ Parker		
“	*Roebuck*	“	“	“ Hamond		
“	*Flora*	32	220	“ Brisbane		
“	*Emerald*	“	“	“ Caldwell		
6	*Rose*	20	160	“ Wallace		
“	*Tartar*	28	200	“ Ommanney	intended for the No River.	
“	*Greyhound*	“	“	“ Dickson		
“	*Fowey*	24	180	“ G: Montagu		
Fire Ship	*Strombolo*	8	45	“ Phipps		
Bomb	*Carcass*	“	70	“ Dring		
“	*Thunder*	“	80	Lieut: Molloy		
Hosp. Ship	*Jersey*		140	Capt: Halsted		
4	*Bristol*	50	370	V: Adml Shuldham Capt: Raynor	Off Staten Island.	
“	*Centurion*	“	350	“ Brathwaite		
Store Ship	*Adventure*		40	Lieut: Hallum.		

"DISPOSITION OF HIS MAJESTY'S SHIPS & VESSELS EMPLOYED IN NORTH AMERICA UNDER THE COMMAND OF VICE ADMIRAL THE VISCOUNT HOWE" Continued

Rate	Ships Names	Guns	Men	Commanders	Appointments.
5	*Brune*	32	220	Capt: Ferguson	In the Sound.
"	*Niger*	"	"	" Talbot	
Brig	*Halifax*	14	40	Lieut: Quarme	
5	*Orpheus*	32	220	Capt: Hudson	In the East River.
6	*Carysfort*	28	200	" Fanshawe	
5	*Repulse*	32	220	Capt. Davis	In the North River
"	*Pearl*	"	"	" Wilkinson	
[Armed] Vessel	*Tryal*	4	20	Lieut: Brown.	
Sloop	*Kingsfisher*	14	125	Capt: Graeme	Between Staten Island and the Main.
"	*Tamer*	16	"	Lieut: Mason	
"	*Senegal*	14	"	" Curtis	
Schooner	*St Lawrence*	6	30	" Graves	
6	*Solebay*	28	200	Capt: Symonds	Gone to St Vincents to convoy the Transports destined to bring the 6th Regiment from thence.
6	*Mercury*	20	160	Capt: [James] Montagu	Appointed to Convoy the Packet and empty Transports destined for Europe, 300 Leagues into the Sea.
6	*Liverpool*	28	200	Capt: Bellew	Off Boston.
"	*Milford*	"	"	" Burr	
6	*Cerberus*	28	200	Capt: Symons	Off Block-Island.
"	*Syren*	"	"	" Furneaux	
Sloop	*Merlin*	18	125	" Burnaby	

6	*Active*	28	200	Capt: Hunt	– Off Cape Fear.
Sloop	*Falcon*	14	125	" Linzee	At Cape Fear
"	*Scorpion*	"	"	" Tollemache	
"	*Cruizer*	8	80	" Parry	– Unserviceable.
6	*Sphynx*	20	160	Capt: Reid	– Off Savannah.
Sloop	*Raven*	14	125	" Stanhope	At Savannah.
A: Vessel	*Cherokee*	"	30	Lieut: Fergusson	
6	*Lively*	20	160	Capt: Bishop	– Ordered to St Augustine.
Schooner	*Hinchinbrook*		30	Lieut: Ellis	At St. Augustine.
"	*St. John*		"	" Grant.	
5	*Rainbow*	44	280	Capt: Sr G: Collier	– Ordered to Halifax
Sloop	*Savage*	8	80	" Bromedge	At Halifax.
"	*Hope*	8	50	" Dawson	
"	*Albany*	16	125	" Mowat	
6	*Scarborough*	20	160	Capt: Barkley	In the Bay of Fundy.
Sloop	*Viper*	10	110	" Graves	
Sloop	*Otter*	14	125	Capt: Squire	– Order'd to this Port from Virginia.
6	*Galatea*	20	160	Capt: Jordan	– Order'd to cruise off the Island of Bermuda
Sloop	*Nautilus*	16	125	" Collins	– Ordered to this Port from Do

"DISPOSITION OF HIS MAJESTY'S SHIPS & VESSELS EMPLOYED IN NORTH AMERICA UNDER THE COMMAND OF VICE ADMIRAL THE VISCOUNT HOWE" Continued

Rate	Ships Names	Guns	Men	Commanders	Appointments.
4	*Isis*	50	350	Capt: Douglas	
5	*Juno*	32	220	" Dalrymple	In the River St Lawrence.
"	*Blonde*	"	"	" Pownoll	
6	*Triton*	28	200	" Lutwidge	
A: Ship	*Bute*	20	110	" Parrey	
	Lord Howe	24	100	Lieut: Berkeley	
	Canceaux		55	" Schank	
Brig	*Gaspee*		30	" Scott	
Schooner	*Magdalen*		30	" Nunn	
Brig	*Diligent*	–	–	Lieut: Dodd	– At the Island of St Johns
6	*Lizard*	20	160	Capt: Mackenzie	– Supposed to be refitting at Halifax

Eagle off New-York the 18th Day of September 1776. –

Howe

1. PRO, Admiralty 1/487. Enclosed in Howe to Stephens, September 18, 1776.

Pennsylvania Journal, Wednesday, September 18, 1776

Philadelphia [September 18].

Yesterday arrived the Continental brig, *Andrew Doria,* Capt. Biddle, from a cruize, in which he took six vessels, viz. ship *Molly,* Brigden Goodridge, (late belonging to Mr. Jonathan Hudson, of Maryland) brig *Peggy,* [William] Cook, both prizes of Lord Dunmore's, bound from Virginia for Bermuda; brig *Elizabeth,* Capt. [William Ryson] Johnson, a prize taken by the English, from Cape Fear (North Carolina) for Bermuda; the brig *Lawrence,* Capt. [George] Layburn, from Barbadoes to Newfoundland, and two other brigs in ballast, from Virginia, with Tories, for Bermuda. The two latter, being short of water and, provisions, he let go.

Advertisement of Sale of Prize Schooner *Peter* and Cargo[1]

On Friday next, the 20th instant, will be sold at public vendue, on or near Plumstead's wharff, Rum, Sugar, Coffee, Cotton, and Cocoa, the cargoe of the prize Schooner *Peter,* condemned in the Court of Admiralty.

The said Schooner will be sold [at the same] place, as soon as the cargoe is disposed of.

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1. *Pennsylvania Gazette,* September 18, 1776.

Samuel Purviance, Jr. to John Adams[1]

Sir Baltimore 18 Septr 1776

I hope youle excuse the Liberty of this Adress from a Stanger, which I presume to take on the Strength of my Brothers acquaintance with you, And he at present is from home. –

The Bearer John Sterrit Esqr my good Freind & Neighbr is Jointly with myself & some other Freinds Interested in the Privateer *Enterprize* of this Port, Capt [James] Campbel[l], who has sent in a Valuable Prize to Dartmouth in N.E, but as appears from the Prize Masters Letter to One of the Owners which Mr Sterrit will shew you, Capt Campl neglected to put a Copy of his Comn on board, & besides had taken all the Prizes Papers on board his own Vesl – The Reason of this may easily be collected from the Prize Masrs Letter, as Capt Campbel intendd to follow the Prize immediately to the Eastern Shore of this State. – From the Aforementiond Circumstances theres a possibility of some difficulties arising abt the Prize, wh The Owners woud wish to take every rational Means of obviating – For this purpose we have dispatchd an Express after my Bror who yesterday set out for Chincotegue where we have heard of Captn Campbels Arrivl with several other Prizes; to procure the Prizes Papers to be sent after Mr Sterrit who is directed to take a Copy of Captn Campbels Commission from Congs where it was taken out. – Shoud there be any Necessity for your Assistance in getting this done, I hope youle be so obliging as to render it. – But what I woud principally request of you is, the favr of a Line to some of your

Freinds at Boston who can serve Mr Sterrit shoud our Claim be litigated – Of several Correspondents wh My Bror & I had there, I have no Certainty where any of them are save Mr Black who is at Philada –

I have taken the Liberty of writing by Mr Sterrit to yr Freind Mr Saml Adams with whom I had the pleasure of Corresponding some times, but suppose his being there is uncertain.

I cannot introduce to yo a more firm Freind to his Country than Mr Sterrit, who woud gladly have Marchd as a Volunteer to New York, coud he have engaged the whole or the Majority of the Indepent Company of this Place whereof he is Captn to have gone with. His Brother a Youth of 19 Years who is now a Prisoner at Long Isld Commanded the Company whereof he is First Lieutt with remarkable Bravery – He is One of the most hopeful Young men I know. –

Mr Sterrit is accompanied by Capt Nathl Smith [captain of the] First Artillery Company of this State, And Comdr of Fort Whetstone on this River, an excellent Officer, and worthy Man. He told me he was formerly of yr Acquaintance. He is certainly no Dishonor to your Country from whence he came. Pardon this freedom & believe me to be with great Respect for your Person & Character [&c.]

Sam^{l} Purviance Jun^{r}

1. Adams Papers, MassHS.

Journal of the Maryland Council of Safety[1]

[Annapolis] Wednesday. September 18th 1776

Permit was granted to Josh Hayman Commander of Sloop *Betsy* to go to Caian [Cayenne], or any other foreign Port.

Ordered That Western shore Treasurer pay to Captn James Nicholson five hundred & fourteen Pounds for Pay of *Defence*'s Ship's Crew. –

Ordered That Western shore Treasurer pay to Captn Jams Nicholson nine hundred & thirty four Pounds, eight shillings and eight Pence Curry on Acct of *Defence*

1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

Certificate of Captain James Nicholson[1]

I do hereby Certifie that Mr Thomas Walker has served as first Lieutt of Marines onboard the Ship *Defence* myself Commander, and as such, did his Duty as an able Officer, Dureing which Service it appeared Mr Walker had been brought up to the Sea, and as he is desireous of Serving in that department, think him exceeding worthy of promotion –

James Nicholson

Annapolis Septr 18th 1776. –

The particular promotion I would Recommend him to, is one of the Arm'd Vessels, or Gundeloes

1. Simon Gratz Autograph Collection, Case 5, Box 28, HSP.

Vice Admiral Clark Gayton to the Chevalier Francis de Monteil[1]

[Copy] On board His Britanick Majestys Ship the *Antelope* in Port Royal Harbor Jamaica

Sir/ September 18th 1776

I have the honor of your Letter by Monsr Desfarge de la Valtiere, your Second Lieutenant concerning a Vessel belonging to His Britanick Majestys Rebellious Colonies in North America which has been Seiz'd by his Ship the *Squirrel*

I beg leave to acquaint you that after the repeatd assurances which have been given from all the Foreign Powers to His Britanick Majesty of not Interfereing or affording protection to His Rebellious Subjects, I am greatly surpriz'd at the part of your Letter wherein you say "You flatter yourself, that I shall think it very natural for the Schooner to avail herself of the protection afford'd her by your Court" which is very contrary to the assurances subsisting between the two Crowns

In respect to this Vessel when His Britanick Majestys Ship saw her, she was a considerable distance from the Island of Hispaniola and was chased so near it before she was taken

I have always given particular directions to the Captains of the Kings Ships under my Command never to approach near any French or Spanish Possessions, but in cases of the greatest urgency (and in those Cases it has been Customary for his Most Christian Majestys Ships to come into our Ports, where they have always met with every Assistance required it being my most sanguin wish for the good understanding at present Subsisting between the two Nations to be maintain'd[)]

As this Rebel Schooner has been Seiz'd in concequence of His Britanick Majestys directions and sent into an English Port, 'tis not in my Power to deliver her up, and as 'tis a National matter must be settl'd by our respective Ministers, which I shall take the earliest oppertunity of laying before mine for my Kings information. I have the Honor to be with the greatest respect and esteem [&c.]

Clark Gayton

To The Chevr de Monteil Commander in Chief; of His Most Christian Majestys Ships Station'd at & about the Island of Hispaniola –

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[1] PRO, Admiralty 1/240.

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19 Sept.

Journal of the Massachusetts Council[1]

[Watertown] Thursday Septr 19 1776

On Motion Ordered That William Seaver Esqr Agent for the Southern District be and he hereby is directed to deliver to Thomas Ludlow a prisoner taken in the Sloop *Elizabeth* of which he was Master and Owner such

Articles of Cloathing and Household Furniture as the said Mr Seaver shall judge Necessary for the said Ludlow and his Family he the said Ludlow giving a Receipt to be Accountable for the same when Demanded.

On Motion Ordered That James Bowdoin Esqr William Seaver and Walter Spooner Esqrs be a Committee to determine the Cruize of the two Armed Sloops under the Command of Capt John Foster Williams & Capt John Clouston and Report.

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1. Mass. Arch., vol. 19, 236, 237–38.

ORDER BY MASSACHUSETTS COUNCIL FOR SUPPLIES FOR THE STATE ARMED VESSELS AT DARTMOUTH[1]

In Council [Watertown] Sept 19 1776

Ordered that Benjamin Austin Esqr be and hereby is appointed and Impowered to provide the Vessells of War Commanded by Capt [John Foster] Williams & Capt [John] Clouston[2] with such stores Cannon & other Articles as may be necessary to Equip them for the Sea and the Commissary General is hereby directed to Supply the said Vessells out of the Public Store with such Things as by said Austin shall be required of him and Wm Watson Esqr of Plimouth who has been appointed Agent to take Care of the Stores belonging to the *Rising Empire* Capt [Richard] Welden late Master is hereby directed to furnish the said Vessells with such Articles out of the Stores of Brigt *Rising Empire* as he may be directed to supply by the Said Austin and it is further orderd that Benjamin Austin be & is impowered to order either of the above named Vessells to sail to Plymouth & there take on board & transport such Stores & other [provision] there to the Harbour of Boston

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1. Mass. Arch., vol. 165, 243.
2. Williams commanded the Massachusetts state sloop *Republic*, and Clouston, the state sloop *Freedom*.

"INVENTORY OF SUNDRIES FOR CAPT [JOHN] CLOUSTON DLD BY COMMIS[S]Y GENL SEPT 19TH"[1]

Boston 1[9]th September 1776

To Carpenters Stores For the Sloop *Freedom*

To one 100 foot of Oake Planke – two Inches
To 200 foott of Jack pine planke
To 60 foott 4 Inch planke Oake
To 50 Weight of Spickes 6 Jackes Long
To 28 pound of Decke Nailes } 1 Iron tiler
To 1000 Drawing Nailes }
To 1000 Shingle Nailes
To 1000 Clap Board Nailes
To 10 pound pump Leather 2000 pump Nailes
To jake plaine To one Smuthing plain

To one 100 foott pine Boardes
2 H head Rum
2 Boults Duck
Watersail & Ring [S]aile & Gafe topsaile & topmast stering saile } Brigt at Plimo[uth]
4 Dubel blocks Iron pins & bras cogs
To sundre hucks & thimbles & Boults for deck & Ring –
1 Yales 17 feet 1 Iron harthe abd the Brig at Plymo
2 Tons Broken Cannon for balust
1 Anchor abt 200 lb. wt for hauser of 6 In.
1 one [Iron] Graplain abd the Brigt

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[1] Mass. Arch., vol. 165, 242.

Independent Chronicle, Thursday, September 19, 1776[1]

Boston, September 19.

Last Saturday was sent into Cape Ann, by the Schooner *Warren*, Capt. William Coas, a Ship of 400 Tons Burthen, called the *Picary*, commanded by Breckholt Cleaveland, bound from Tobago to London, having on board 325 Hogsheads Sugar, 161 Bales Cotton, 118 Pipes, 29 Hogsheads and 10 Quarter-Casks Madeira Wine, and some Indigo. And,

On Monday Evening last was also sent into Cape Ann, by the *Warren*, a Brig of about 120 Tons, mounting 8 Carriage Guns and 10 Swivels. She was bound from the Coast of Guinea, but last from Tobago, bound for London, with some Elephants Teeth and Gold Dust[2]

When the above Brig left Capt. Coas, he was in pursuit of a Ship.

Yesterday arrived in this Harbour from Swanzey (where they were lately built) two armed Sloops in the Service of this State, having 12 Carriage Guns, 6 Pounders, 20 Swivels, and 75 Men each.[3]

Monday last returned to Plymouth, Captain Samson [Simeon Sampson], after a short Cruize, in which he has taken five Prizes, three or four of which are arrived safe in Port.

Yesterday se'nnight arrived at Newburyport the Brig *Georgia Diana*, Peter Rigan, Master, bound from Grenada to London, taken by the *Washington* Privateer, Nathaniel Odiorne, having on board 60 Hogsheads Rum and Sugar, and about 20 chaldrons of Coal, &c. &c.

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[1] Beginning with this issue the *New-England Chronicle* became the *Independent Chronicle*.
[2] Brigantine *Swallow*.
[3] The sloops *Freedom* and *Republic*.

Sale of Prize Ships and Cargoes at Beverly, Plymouth and Bedford [1]

New Advertisements. Sales At Auction.

Of the following Cargoes of Prize Goods, On Wednesday, 25th September, At Ten in the Morning, Will be sold by Public Vendue, at Beverly, opposite Salem.

The Ship *Isaac,* with her Cargo, consisting of 600 Hogsheads and Tierces of Muscavado Sugars, 150 Bales Cotton, 40 Puncheons Rum, and 30 Tons Fustick, four Carriage Guns, with Carriages compleatly equipped.

On Tuesday, the 8th October next, at Ten in the Morning, Will be sold by Public Vendue, at Plymouth,

The Cargo of the Brigantine *Carolina Packet,* viz. 151 Hogsheads, 12 Tierces and 10 Barrels of Sugar, 10 Hogsheads of Rum, and 14 Tons of Lignum Vitae and Fustick.

And, on Friday following, being the 11th of October, at Ten in the Morning, Will be sold by Public Vendue, at Bedford, in Dartmouth,

The Cargoes of the Ship *Charming Sally,* of the Snow *Ann,* and of the Brig *John,* consisting of 634 Hogsheads, 51 Tierces and 61 Barrels of Sugar, 118 Bales of Cotton, 90 Hogsheads and 2 Tierces of Rum, 40 Bags of Ginger, and 25 Tons of Fustick.

J. Russell, Auctioneer.

1. *Independent Chronicle,* Boston, September 19, 1776.

Diary of Benjamin Marston[1]

September the 19 was taken by the *Eagle* Privateer Capt Elijah Freeman Paine commr in Lat:41.2 on the eastern part of George's Bank.

The Names of the Officers on board the *Eagle* Privateer as she is call'd

Elijah Freeman Paine Commr
1st Leiutt
Smith 2d Lt
Dodge master & Owner
Isaiah Parker Barnstable Prize master on board the *Earl Percy*[2]

1. Marston Diary, UNBL.
2. The schooner *Earl Percy,* 30 tons, Nathaniel Atkins, master, was libeled in the Admiralty Court of the Southern District of Massachusetts, October 24, 1776, for trial at Plymouth on November 12, 1776, *Independent Chronicle,* Boston, October 24, 1776.

Account of Daniel Bucklin Against the Prize Ship *Eagle*[1]

Providence Septr 19 1776

Ship *Eagle* To Daniel Bucklin Dr

August		
14	To Cash For quarter of Mutton	£0..2..2
15	To Cash for Do	0..1.10
17	To Cash for Do	0..1..9
16	To Cash for Do	0..1..9
Septr		
4	To Cash For 500 Nails	0..5..0
	To Cash Paid Thomas Wait for 14 Day Servis on Board down the River	1.10..0
5	To one Gallon of Rum	0..6..6.

6	To one Gallon of Rum	0..6..6
	To Paid London Hoggers for 1 Day Work	0..6..0
	To Paid Samuel Holland for 1 Day Do	0..6..0
	To Paid Amos Richards for 2 Days Do @ 4/6	0..9..0
	To Paid Richard Lowden for 3 days Do 6/	0.18..0
	To Paid Prince Power for 1 Nights Watdch	0..4..6
7	To Paid Sullivan for 6 Day Work @ 6/	1.16..0
	To Paid Ned Hunt for 6 Do a 6/	1.16..0
	To Paid Thomas Pitman for 6 Do @ 6/	1.16..0
	To Paid Jno Wade for 6 Do @ 6/	1.16..0
	To Paid James Croke for 6 Do @ 6/	1.16..0
	To Paid Isac Sarson for 6 Do @ 6/	1.16..0
	To Paid Henry Rokes for 6 Do @ 6/	1.16..0
	To Paid Wm Lin for 5 Do a 6/	1.10..0
	To Paid James McSoley for 6 Do a 6/	1.16..0
	To Paid Danl Man for 2 Do @ 6/	0.16..0
	To one Weeks Work My Self @ 6/	1.16..0
	To Cash Paid Jose & Wm Russell for Use of His Scales	4..0..0
9	To Paid Cato Rogers for 7 Day Work a 6/	2..2..0
	To Paid Cug Rome for 3 Day Do a 6/	0.18..0
	To Paid James Russell for 4½ Do a 6/	1..7..0
	To Paid Wm Bardine for his Bill for Provisions [illegible] Down the River	0.17..0
	To Paid James Croke for [18] Day attendance on board	2.14..0
	Card over	£35..3..0
	Ship *Eagels* acct Brought over	£35..3..0
	To Pade Benoney Pairs for 5 Days waying @ 12/	3..0..0
	To Pade Wm Cozens Bill for mending & maken Ginger Bag	0.16..0
	To Pade John Wade Isaac Pairson & Henrey Rokes 5 Days Worke Each onbending & Drying Sail[s] as Capt Bordens acct @ 4/	2..8..0
	To Pade Henrey Rokes & John Wade for Careying home the Scales & Wates & maken the Ship fast	0..6..0
	To Pade Richard Goseling for 5 Days Work @ 6/	1.10..0
		£43..3..0

[Endorsed] Octr 9th 1776 – Recd of Theodore Foster Forty Three Pounds Three shillings Lawful Money in full for the foregoing Account
£43..3..0 Daniel Bucklin [2]

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1. Admiralty Papers, vol. 9, R. I. Arch.
2. Late commander of Rhode Island privateer sloop *Montgomery*.

Major General Horatio Gates to Brigadier General Benedict Arnold [1]

[Extract] Ticonderoga September 19th 1776.

. . . I am much pleased with the Disposition you have made with the Fleet confident it is the Best. General Waterbury is indefatigable infitting the Gallies; and if he is not detained for want of proper Rope for Breechings, I see nothing can stop them, more than a Week atmost. This will be deliver'd you by Captain [David] Hawley: General Waterbury thinks you will immidiately appoint him to the Command of the *Royal Savage;* he takes all his Seamen with him; Mr. Avery writes you by this Conveyance and explains the Article relative to Provisions; sufficient of both Fresh and Salt, shall be sent you by the Gallies. . . .

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[1] Gates Papers, Box 19, NYHS.

Journal of the New York Provincial Convention[1]

Die Jovis, 9 HO. A. M.
[Fishkill] Septr. 19th, 1776.

Capt. Samuel Tudor, one of the superintendents for building the Continental ships at Poughkeepsie, attending, delivered in a letter from General Schuyler, dated Albany Sept. 17th, 1776, and directed to Messrs. Van Zandt, Tudor and the other gentlemen to whose care the building of the frigates at Poughkeepsie is committed, wherein the General informs those gentlemen that he received a line by express from General Gates informing him that he is in the greatest distress for the cordage mentioned in a list inclosed in the said letter for the use of the row gallies, which are the greatest strength of our naval force on the lake.

Capt. Tudor requested the opinion and advice of the Convention on this subject.

Resolved, That as a naval strength on Lake Champlain is an object of the utmost importance, and will greatly contribute to the security of America, that the agents for building the ships at Poughkeepsie be directed to supply such and so much cordage as General Schuyler requires, and that this Convention will justify them to the Honourable the Continental Congress.

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[1] *New York Provincial Congress,* I, 633.

Diary of Frederick Mackenzie [1]

[New York] 19th Sept A great number of flat boats were brought up to Greenwich on the North River last night.

The *Rowbuck*[2] of 44 Guns came down the North River this Evening, and in passing Paulus hook, was fired at from thence – only 3 shot struck her, but she received no material damage. The other ships remain up the River in a line with our advanced post.

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[1] *Mackenzie's Diary,* I, 57–58.

[2] The *Renown;* not the *Roebuck.*

Captain William Anthony Halsted, R.N., to Philip Stephens[1]

Jersey, Hospital Ship, off Red Hook near New York.
Sir, 19th September 1776.

You will be pleased to acquaint my Lords Commissioners of the Admiralty, That I arrived with his Majesty's Ship under my command at Hallifax the 7th July, in a distressed situation after a tedious and fatigueing passage of nine Weeks.

We parted Company with the Commodore the 28th of May in a heavy Gale of Wind westerly, and we by our account about 330 Leagues to the Westward of the Start. the Ship complaining much in all her Upper works fore and aft, but more particularly forward; was under the necessity of fraping her in four or five different places, two across the Forecastle the others in the Waist. The weakness of the Ship forward encreased and became very alarming so that it was absolutely necessary something should be done to relieve her. On the 29th in the Morning I consulted with my Officers and it was unanimously agreed to cut away the Bower Anchors, and to stave and throw overboard the flat botom'd Boat. after which we experienc'd a most sensible alteration in the Ship for the better, for before, every lee Lurch that she took we had the disagreable prospect, of seeing the upper Works of the Forecastle carried away with the Anchors, And had the Gale continued twenty four hours longer, I will venture to assert that we should not have had a Mast standing, for both main and fore Channel Bolts work'd out in such a manner, that I myself hauled one of the main ones out by hand. – The 31st we join'd the Commodore, at which time I was much indisposed, but communicated to him by Letter the state and Condition of the Ship, and at the same time enclosed a Copy of the visible defects taken by the Carpenter the Day before agreable to my Order. – He ordered his Carpenter on board, with his Mate, and with the Carpenter of the *Jersey* to survey the Ship, A Copy of which Survey, with a Copy of that taken by the Carpenter of said Ship 30th May, I have delivered in to Lord Howe. – We parted Company again the 3d of July in a very thick Fogg and a strong Gale, and from the Guns that were fired supposed the Commodore had brought too with his Head to the Eastward, we being at Noon of that Day by our reckoning 30 Leagues to the westward of Cape Sambro, at half past 7 that evening it cleared up and only one Sail in sight. The next Morning I opened my Rendezvous and found it to be for Halifax. I accordingly made the best of my way, and arrived there as before mentioned where I stayed twenty Days to refit If I may be allowed to give it that appelation. – We sailed from thence the 27th and Anchored without the Barr off Sandy Hook the 14th of August in the Evening, and on Saturday forenoon joined Lord Howe off Staten Island. – This is the first opportunity I have had of transmitting to their Lordships any account of the Ship since my leaving England, but do suppose his Lordship may have made some mention of her to the Board of Admiralty by a Pacquet which sailed from Sandy Hook a-fortnight since and that so suddenly that she was under way in two Hours after I received the intelligence and the *Jersey* at that time laying four Leagues distance from her, So that I flatter myself their Lordships will not think me guilty of any omission. – I am with all due respect. Sir [&c.]

W^m^ Anth^y^ Halsted.

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1. PRO, Admiralty 1/1902, 14, 18.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Thursday, September 19, 1776

The Board of Treasury reported, that they have examined the vouchers brought into their office by Joseph Hewes, Esqr. one of the Naval Committee, by which it appears, that the Naval Committee have expended the sum of one hundred and thirty four thousand three hundred and thirty three dollars and 27/90 of a dollar in fitting out eight armed vessels.

Resolved, That the same be allowed and passed to the credit of the said committee.

The Naval Committee having laid before Congress an account of sundry outstanding debts, and of sundry goods by them purchased, and put into the hands of different persons who have not yet accounted for the same,

Resolved, That the said account be delivered to the Marine Committee, and that they be directed to take effectual measures to have the said outstanding debts collected and accounts settled.

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1. Ford, ed., *JCC,* V, 782–83.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] September 19th, 1776.

Mr. Nesbitt was directed to pay John Knox £ 19 4 1½, for Rum supplied Workmen on board the Galleys *Congress* & *Franklin.*

Resolved, That Mr. John Coburn be directed to appear before the Board to-morrow morning at 10 O'Clock, to render an Account of all the necessarys he has had in his care for Sinking the Chevaux De Frize & the piers at Fort Island, and also to settle his Account.

Resolved, That James Maul be appointed a Pilot to carry Vessels thro' the Chevaux De Frise, in the room of Daniel Gordon, Deceased.

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1. *Pennsylvania Colonial Records,* X, 722, 723.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY[1]

[Annapolis] Thursday. Sepr 19th 1776

Ordered That commissary of Stores deliver to Captn Cooke two Bolts of Oznabrigs for the Ship *Defence*'s Use.

The following List of Effects was delivered to the Board by Colonel Waters, which were taken off the Islands in Somerset County.

3	Clincker built Boats
2	Casks of Train-Oil
200	wt of old Iron, or thereabouts
1	Long Boat
1	Flatt
1	Large Long Boat
1	Yawl
2	Hogsheads Rum
1	Small Schooner, that will carry about 200 Bushels. –

Ordered That the Flatt and Large Long Boat be sent to Annapolis by the first convenient opportunity. – and that the other Effects in the above list mentioned be sold at public Sale to the highest Bidder under the direction of Colonel Peter Waters after ten day's notice given of such Sale, and that the money be lodged in the hands of the Treasurer of the Eastern shore, subject to the order of Convention. – and Colo Waters is requested to cause any repairs to be made, that may be necessary to the abovementioned Flatt.

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1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

"A LIST OF THE OFFICERS & MEN ON BOARD THE SHIP *Defence* THE 19TH OF SEPTEMBER ANNO DOM. 1776 GEO. COOK COMMANDER" [1]

Henry Auchenlick	1st Lieut
John Burnell	2d ditto
James Cordray	Master
John Hall	Chief Mate
Nathaniel Cooper	2d ditto
Levin Langle	3d do
Peter Sharp	Midshipman
James Rownds	ditto
Archibald Douglass	ditto
William Carter	ditto
Francis Muir	Capt Clerk
James Glashy disrated Octr the 23d	quartr Master
John Wright	ditto
James Falconer	ditto
Charles Chamberlane	ditto
Anthony Hanson	Boatswain
Benjamin Simpson	ditto
John Barr	ditto
James Hawkins	Yeoman
John Berryman	Gunner
Henry Rentford	do Mate
William Piercey	Yeoman
James Arne	Qr Gunner
Matthew Murray	Armourer
George Rowen	Master at Arms
William Beauchamp	Carpenter
William prince	do Mate
Alexander Cummings	Carpentr Crew
William Howard	ditto
Nathan Ross	ditto
Joseph Dunbar	Cooper
Joseph Burge	Ship Steward
Francis Jackquelin	Cabin ditto
James Gaggen	Cook
James Green	Armrs Mate
Francis Hurburt	Able Seaman
Alexander Duffey Rated Qr Master Oct 23d	ditto
James Hogan	ditto

Joseph Walpole	ditto
James Gifford	ditto
James Allen	ditto
William portus	ditto
Colin Brown	ditto
John Valiant	ditto
William Gaggen	ditto
Dennis Larkins	ditto
Thomas Howard	ditto
William Hurburt	ditto
Christopher Short	ditto
Alexander Nicholson	ditto
David Primrose	ditto
William King	ditto
John Knight	ditto
Henry Carberry	Able Seaman
William Flemming	ditto
John Crapper	ditto
Joseph Jones	Ordinr Seaman
Hoshier Cole	ditto
Henry Gilbert	ditto
Thomas Gilbert	ditto
Robert Fosset	ditto
Dennis Folsue	ditto
Richard Sutton	ditto
Patrick Cole	ditto
Charles Blunt	ditto
Daniel Nevin	ditto
Robert Hope	ditto
Thomas Green	ditto
James Barry	ditto
John McIntyre	ditto
Samuel Wolf	ditto
James Bradford	ditto
William Trott	ditto
Joshua Ozier	ditto
Lynn Surmer	ditto
James Collins	ditto
James Green	ditto
Thomas Moore	ditto
Abel Mason	ditto
Richard Cockey	ditto
Samuel Wilson	ditto
Joseph Dennis	ditto
John McKennie	ditto
Benjamin Thompson	ditto
Jacob Sutton	ditto
John Vaughan	ditto
Abram Strong	ditto
Moses Scott	ditto
Timothy Kelly	ditto
John Smyley	ditto
Bazil Smith	ditto
Robert McDonald	ditto
John Davis	ditto
William Adair	ditto
Thomas Buckley	Cabin boy
James Brown	ditto
Nathan Dorsey	Surgeon
Samuel Church	ditto Mate
Francis Muir	purser
Garret Brown	Capt Marines
Thomas Walker	1st Lieut
Joseph Smith	2d ditto
William Morris	3d ditto
William Radford	Sergeant
Vachel Yates	ditto
Michael Craig	ditto
William DeCoursey	ditto
Thomas Roberts	Drummer
William Matthews	Corporal
Alexander Stanton	ditto
Ezekiel Disney	Private
Robert Conway	ditto
Michael Conway	ditto
William Bishop	ditto
William Grantham	ditto
John Schea	ditto
Charles McNealis	ditto
Simon Trainer	ditto
William Askins	ditto
John Squible	ditto
William Judges	ditto
John Power	ditto
Benjamin Sutton	ditto
John Garvey	ditto
Morgan Murphy	ditto
James Codey	ditto
Conrad McGuire	ditto
John Grant	ditto

Bartholomew Deloray	ditto
Thomas Crow	ditto
John Donavin	ditto
Moses Greer	ditto
Robert Wilmott	ditto
Henry Carr	ditto
William Porter	ditto
John Lemmon	ditto
Edwd Gibbons	ditto
William Sohan	ditto
James Armstrong	ditto
John Wilson	ditto
William Huggard	ditto
James McGill	ditto
Phillip Handly	ditto
Waltely Masters	ditto
Barny McManus	ditto
William Davis	ditto
James Smith	ditto
Clement Tossuir	Loblolly boy

1. Revolutionary Collection (Ms. 1814), MdHS.

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20 Sept.

Agreement between John Langdon and Daniel Drinkwater[1]

Memorandum of Agreement, That I Daniel Drinkwater of North Yarmouth in the County of Cumberland & State of Massachusetts Bay Mariner, do Contract & Agree to & with John Langdon of Portsmouth in the County of Rockingham & State of New Hampshire Merchant to deliver or cause to be deliver'd, to the said Langdons order the following Spruce Spars – (vizt) Four of Sixteen Inchs each of Fifty eight feet in Length & Three Ditto of Twelve Inches or upwards & not less than Sixty feet in Length suitable for Booms – as soon as possible, for which said Drinkwater is to be paid Six pence Lawf My P Inch for as many Inches as they measure on the delivery of the same at Portsmouth aforesaid – Witness my hand September 20th 1776 –

NB. The above Contract is for the Continental Use –

Daniel Drinkwater.

1. John & Woodbury Langdon Papers, NHHS. The spars were probably for the Continental ship *Ranger* being built by Langdon.

"A Journiel Kept By Ephraim Briggs On board of the Good Sloop *Warren* A Bold Privateer From Dartmouth to the Lattd of 33:"[1]

Fryday September the 20 Day A D 1776

Latter Part Fryday Morning Calm the Wind at NE Put About stearing NW. Lattd In By Observation: 37: 9 : First Part these 24 hours Good Weather the Wind at NE Saw A Ship Bearing SSW Run for Her One Glass Hald by the Wind Again the ship fir'd A Gun to Windard A Jumbling sea A Going Our Mast is sprung Badly Went to Work & Fish'd Him Got Him stedy Againg the Wind Dies out oars Went to Rowing

1. RIHS.

PETITION OF OFFICERS OF THE MASSACHUSETTS STATE SCHOONER *Diligent* TO THE MASSACHUSETTS COUNCIL[1]

To the Honl Council of the State of the Massachusetts Bay the Petition of the Followg Persons
Humbly Sheweth

That We your Petitioners have Serv'd this Colloney in Difft Departments on Board the Schooner *Dilligente* John Lambert Commander since the 16th March last which we are sorry to say to little advantage to the Publick or Ourselves. We therefore beg that your Hons woud take it into your Wise Consideration and Honourably Acquit us, Discounting for the time Serv'd or place us in some way wherein we may serve the General Cause of America and Ourselves, as we cannot be so happy in any other way as in the Defence of the Country But in the Channel we are now in we cannot make ourselves Easy Unless we are lost to a Sense of all Honour & Justice, as all the Privates have left the Vessl but as to yo[ur] Petitioners we are not willing to leave the Service Unless it meets with the Sanction of your Hons Approbation. We therefore beg leave to Enquire the Reason of the Detainment of our Wages, is the Captures we brot in Unlawfully taken or is it for Embezzelments, or are we Accountable for the Captains Conduct when our Commissions from your Honours obliges us to Obey his Commands If we are Impeach'd with any thing being Conscious of our Innocence we beg to be Brot to an Immediate Tryal by which means we Doubt not of being able to Acquit ourselves with Honr and to your Satisfaction as we Esteem our Honour Dearer than our Intrest or even our Lives we therefore heave ourselves at the feet of your Honours hopg youll Consider our Distress'd Situation in so Expensive a place as this, havg Allready expended a great part of our Wages in the Pursuit of them, we therefore pray we may no longer be kept in Suspence but have an Immediate Ansr that we may not loose our [wages] and time, in Complying with which we shall Esteem ourselves under the greatest Obligations & as in Duty Bound shall ever Pray

John Obrien	1st Lieut	Joshua Wing	Master
Willm Perkins	2d Lieut	Peter Clark	Comr Marines

[Endorsed] In Council [Watertown] Sept 20[th] 1776 Read & Ordered that Walter Spooner & Saml Holton Esqrs be a Comittee to take the within Petition under Consideration & Report

John Avery Depy Secy

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[1] Mass. Arch., vol. 165, 246.

MASSACHUSETTS COUNCIL TO CAPTAIN JOHN CLOUSTON[1]

The Sloop *Freedom* Under your Command being in all respects Equiped in Warlike Manner, & being also well & properly Man'd, so as to enable you to proceed on a Cruize –

You therefore, are directed to range the Eastern shore of this State laying between the River Piscatqua & Machias, in Order to Clear that Coast of any of the Enemies Cruizers, that may be Infesting the same, & from thence proceed to the Mouth of the River St Lawrence & their Cruize untill the first of November Next, in Order to Intercept any of the Enemies Vessels that may be passing that way, and from thence you must proceed to the Coast of Newfoundland, and there Cruise untill the middle of November aforesaid in Order to Surprize & Seize such Vessels of the Enemy as you may Meet with upon that Coast or in any of the Harbours of the same afterwhich you may proceed upon a Cruise as far to the Southward as Latt 38° North & continue upon said cruise so long as you find it practicable or expedient and then you are to return to the Harbour of Boston, Allways using every Necessary Precaution to prevent the Sloop under your Command from falling into the hands of the Enemy — You are to Observe & follow such Orders & directions as you shall from time to time receive from Capt Daniel Souther – provided they are Consistent, with the Instructions now given You –

And Whereas You have Received a Comission, by Force of Arms to Attack seize & take on the high Seas, all Ships & other Vessels belonging to the Inhabitants of Great Britain or Others Infesting the Sea Coast of this Continent, you are therefore punctually to follow the Instructions Already Delivered you, for regulating yr Conduct in this Matter & in all things Conduct your self Consistent with the Trust reposed in you —

In Council [Watertown] Sept 20 1776 In the name & by Order of Council

John Avery Dpy Secy [2]

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1. Mass. Arch., vol. 165, 251.
2. *Ibid.*, vol. 19, 242, on September 21 the Council ordered that similar instructions be issued to Captain Souther of the brig *Massachusetts.*

ISAAC MILES TO CAPTAIN JOHN UPDIKE[1]

Sir Milford Septr 20th 1776

I recd your favr of the 17 Inst and observe the Contents, as to the Sloop of yours she is in our harbour loaded with Coal & I have seen Capt [Charles] Pond[2] & he informs me he cant do anything about it & says he has applied to Colo [Benjamin] Tupper[3] to know what shall be done with her & his answer was to let her lay at present. Sir I should think it best to apply to Congress, or to Nathl Shaw of New London as Agent for Congress, Sir if I can be of any Service at any Time to you shall at all times be ready to serve you — from Sir [&c.]

Isaac Miles

Copy

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1. Nathaniel and Thomas Shaw Letters and Papers, NLCHS.
2. Commander of the Continental sloop *Schuyler.*
3. Tupper was in command of the various armed vessels operating under Washington's direction at New York.

JOURNAL OF H.M.S. *Niger*, CAPTAIN GEORGE TALBOT[1]

Septr: 1776	Moor'd off Whitestone
Sunday 15	Mode Breeze & Fair Wr At 10 P M sent all the Boats Man'd & Arm'd to join the Army a great Fireing about Hell Gate
Monday 16	Fresh Breezes & Fair Wr Fireing as Yesterday
Tuesday 17	at 8 A M the Boats & People Return'd except the Large Cutter the Army having Landed on York Island wth Very little loss
Wednesday 18	At 8 A M came onboard two Deserters from the Rebel Army sent them to Head Quarters
Thursday 19	Fresh Breezes & Cloudy Wr At 7 P M was hail'd from the N Shore sent a Boat to Do which Return'd with a Rebel Officer a Deserter from their Army
Friday 20	A M Anchor'd here the *Halifax* from the Et Wd sent the Reble Officer to Head Quarters P M sail'd hence the *Halifax* & 2 Tenders to the Et Wd

[1] PRO, Admiralty 51/637.

CAPTAIN JOSHUA HUNTINGTON TO JABEZ HUNTINGTON[1]

[Extract] Camp Near Kings Bridge Sept. 20 [1776].

I Understand that our Family are Conserned in a Privateer from N London.[2] I told Brother And'w I should be glad to be Concerned £ 100 L. M. Should be Glad to know Wheather he has Engaged any Part for Me or not, as I Expectd if he was Concerned to take a Part with him.

[1] *Collections of the Connecticut Historical Society*, XX, 44, 45.
[2] Brig *Ranger*.

COMMISSIONERS FOR RESTORING PEACE TO LORD GEORGE GERMAIN[1]

My Lord New York 20th Septr 1776

We are sorry to inform your Lordship that the Infatuation and Perseverance of the People and their Leaders, have hitherto afforded no opportunity for the effectual Operation of the Civil Commission with which His Majesty hath been pleased to charge us:

The Determination of the Congress to discourage amongst the Colonists every Idea of Reconciliation with Great Britain, except upon their lately assumed Ground of Independency and their Assertions, insidiously circulated that the Objects of Our Commission were confined to the declaring of Peace and the granting of Pardons, as specified in the Prohibitory Act, have induced us to publish a Declaration of which the inclosed is a Copy

It is calculated Your Lordship will observe, to apprise the Colonies, that the Effect of the King's most gracious Intentions towards them, is obstructed by those in whose hands they have entrusted their Government, and that therefore it now becomes them to turn Arbitrators of their own Interests and Happiness

As this Declaration is published while the Rebel Army as well as the Province is labouring under Disappointment and many Sufferings, occasioned by the rapid and successful Progress of His Majesty's Forces, we are not without hopes of its producing some Good, although we do not yet perceive any Symptom of that Disposition to Allegiance and Submission to legal Government which would justify us in expecting to see the publick Tranquillity soon restored. We have the honor to be My Lord &c

Howe
W. Howe

Inclosure — Declaration of the Commissioners for Restoring Peace dated 19th of September at New York

[Endorsed] Commissioners for restoring Peace/ (No 2) Rd 3d November

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[1] PRO, Colonial Office, 5/229.

JOURNAL OF BENJAMIN BOARDMAN[1]

[Paulus Hook, September] 20th.

The *Renown* returned back again to the fleet, and though she passed close in with New York shore, yet as there was very little wind, above 40 shot from our battery were fired at her, many of which took effect. She lay all next day upon a careen to repair.

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[1] *Connecticut Gazette,* October 18, 1776.

THOMAS JOHNSON, JR. TO THE MARYLAND COUNCIL OF SAFETY[1]

Gent. Phila 20th Septr 1776.

I inclose you a Letter from Mr [Richard] Harrison which came under Cover together with a Bill of Lading for 74 Casks of Gunpowder each 50 wt in the *Nancy* Capt Cirvin, [George Curwen] to Messrs Willing & Morris We have ordered the powder into Mr Hollingsworths Care and requested him to forward it to you – The Bill of Lading is for the Delivery of the Goods on Paymt of 46.5— in Dollars at 7/6 but the Owner of the Vessel alledges on agreemt with Mr Harrison that the customary Freight should be paid nothing of the Kind is mentioned in Mr Harrisons Letter to Willing & Morris will you be pleased to write us whether Mr Harrison had advised you of it and what you would have done – The Claim is 10 PCt on the Powder valued at 5/ p lb which comes to just double the Money mentioned in the Bill of Lading. I am Gent very respectfully [&c.]

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[1] Red Book, IV, Md. Arch.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN JOHN YOUNG[1]

Sir [Philadelphia] September 20th 1776

The Sloop *Independence* of which you are appointed Commander being now laden, compleatly fitted, armed, victualled and manned, You are to proceed with said Sloop and Cargo for the Island of Martinico putting into Fort Royal or St Piers just as the winds and other circumstances point out for the best. On your arrival at either place you must enquire for Mr William Bingham our resident in that Island, should he be at the place where you put in, deliver to him the sundry dispatches now committed to your care, should he be at any other part of the Island you will send an express to inform him of your arrival, & that you have such dispatches which you are directed to deliver into his own hands. He will then repair to you immediately, and you must comply with his Orders by landing the Cargo wherever he may direct, You must also consult with him and be advised by Mr Bingham in all things that respects the Interest or honor of the united states in the concerns of their sloop under your command. If you put into Fort Royal and Mr Bingham is not there, you must wait on the general and inform him you belong to the United States of America, ask the liberty of the Port and protection during your stay there. If you put into St Piers and dont find Mr Bingham wait on the Governor and Intendant observing the same conduct. If Mr Bingham is present he will direct what you are to do on these points. You are to consider the French and all nations but Great Britain as the Friends of these United States and conduct yourself towards them accordingly and during your stay in any French Ports be particularly attentive to the behavour and prudent conduct of your people. You are to receive on board the Sloop any arms, ammunition or other goods Mr Bingham may order receive from him also his dispatches and then proceed back for this Port. You are to consider that we are anxious for you to make an expeditious voyage, notwithstanding which as you are well armed and manned and the Sloop sails fast, we do not forbid you chasing such Vessels either going or coming as you think may become your Prizes for this purpose you have a Commission, a book containing the Resolves of Congress respecting Prizes which you must strictly conform to, and a list of the Continental agents to some of whom you must Address any Prize you take. Should Mr Bingham find it necessary to detain you any time, and he and you should think it adviseable to make a short cruize during that Time, we do not forbid it, but take care not to fall into the enemys hands. It is an Object with us that you should pick up and bring home with you as many Seamen as possible, the more the better, and you may enter all you get on the same pay and terms as those you carry out. –

You must sling our dispatches to Mr Bingham, and on your return, his to us, with a weight sufficient to sink them and always keep them ready to be thrown over board should you unfortunately be taken for you must not let these Packets fall into the enemies hands on any Account. You are to afford reliefe or assistance to any of the subjects of the united States that want it if in your power, unless proof should Appear that they are inimical to their Country and its cause. You are authorized to take, burn, Sink or destroy the Vessels and property of all British Subjects except those residing in Bermuda and New Providence, but we recommend humanity and politeness to be inseperable companions of the officers in the Continental Service. It is necessary you should be careful of the Sloop her materials and Stores, diligent in the discharge of your own duty and careful to make your officers and men perform theirs – Strict in discipline but attentive to render the service agreeable to all concerned in it.

We expect you will be frugal in expences and on your return furnish us with duplicates of your Logbook and Journal giving also a Satisfactory Account of your voyage, and when you approach this Coast, keep a good look out as you may expect many of the enemies Ships will be Cruizing for plunder. If you cannot get in here you may push for any of the Inlets or other place of safety the nearer to this the better. We are Sir [&c.]

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1. Marine Committee Letter Book, 20–21, NA.

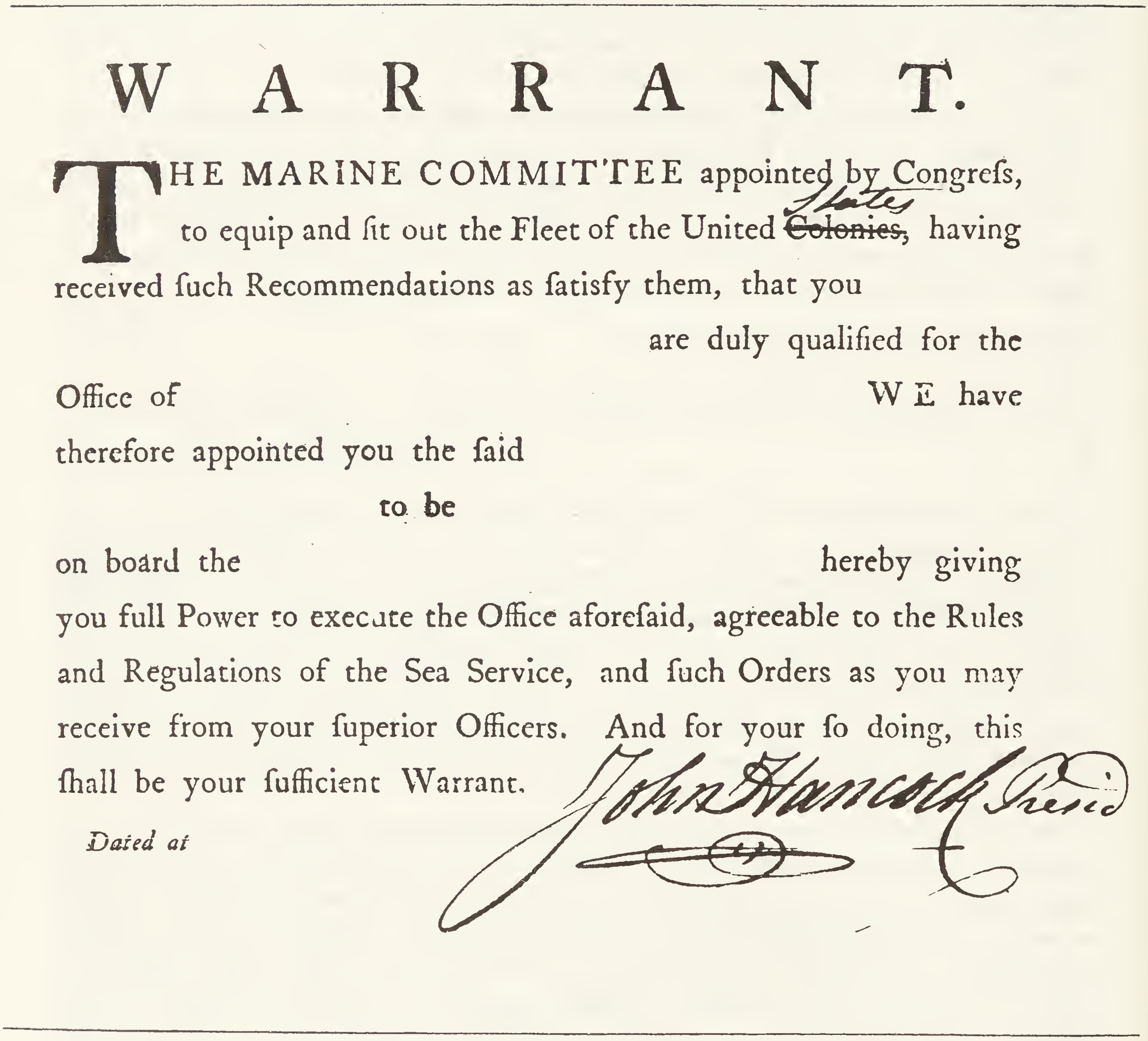
Secret Committee of the Continental Congress to William Bingham [1]

Sir Philada Septemr. 20th 1776

You will find inclosed herein Invoice and bill of Loading for hhds of Tobacco and Tons barr Iron which we have Shipped on board the Sloop *Independance* John Young Master for Martinico Consigned to your order for Sale on accot of the United States of America, you will please to have this Cargo sold to the best advantage and Credit the Secret Committee for the Neat proceeds, We hope the Brigt *Cornelia & Molly* Capt Lockhard arrived Safe, and that you will have placed the Neat proceeds of that Cargoe also at our Credit – the two Sloops were very Unfortunate adventures –

You will charge the Cost of the Arms and powder you Sent by the *Reprisal* Capt Wickes to this Committee but if you apply any part of our Consignments to making the Needfull Supplies for the *Reprisal, Independance* or any other Continental Vessell, you Must Remit us drafts on the Marine Committee for amount of such and if you make any to private Ships we charter and Send to your address, then Remit us the Captains drafts on the Owners for such Amount, and if you apply any part to pay your Own expences or other necessary charges Relating to the bussiness of the Committee of Secret Correspondence Send us your drafts on them for Such amount by this means we can keep perfect accots and each department will Answer for its proper disbursments

We inclose you herein a List of Medicines which we are ordered to import for the Continental Service, pray collect any part you can get in the West Indies and send them here Soon as possible, and at the same time send a Copy of the List forward to Mr Thomas Morris and desire him to order the full quantity from Europe to your Care which you'l forward as soon as they arrive, We request you to send us all the good Arms & Gun locks,



WARRANT.

THE MARINE COMMITTEE appointed by Congreſs, to equip and ſit out the Fleet of the United ~~Colonies,~~ States having received ſuch Recommendations as ſatisfy them, that you

are duly qualified for the Office of

WE have therefore appointed you the ſaid

to be

on board the

hereby giving you full Power to execute the Office aforeſaid, agreeable to the Rules and Regulations of the Sea Service, and ſuch Orders as you may receive from your ſuperior Officers. And for your ſo doing, this ſhall be your ſufficient Warrant.

John Hancock Presid

Dated at

Blank Warrant Form.

Powder, Gun Flints, Salt petre, Sulphur Sail Cloth, Blankets, or other Wool[e]n goods you can possibly get, by return of the Sloop *Independance* & we Shall keep making you further Remittances to enable your paying for whatever you buy in the Service of these States. – With the best wishes for your health and Success. We remain Sir [&c.]

Rob^t^ Morris Josiah Bartlett
Richard Henry Lee Phil. Livingston
Fra^s^ Lewis

Copy

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1. Simon Gratz Autograph Collection, Case 1, Box 19, HSP.

Minutes of the Continental Marine Committee[1]

In Marine Committee

[Philadelphia] September 20th 1776

Resolved

That Captain Eseiah [Isaiah] Robinson be appointed Commander of the Brigantine *Andrew Doria* in the Room of Cap Biddle

Extract from the Minutes
By Order of the Committee
John Brown

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1. FDRL.

Minutes of the Continental Marine Committee[1]

[Philadelphia, September 20, 1776][2]

Resolved That Francis Varrell be Appointed Boatswain of the Frigate *Washington* commanded by Thomas Read Esquire – and the Commander of the *Alfred* is desired to discharge him.

John Hancock by order

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1. Harbeck Collection, HUL.
2. The date is approximate. Varrell had been loaned from the *Alfred* to the *Andrew Doria* on August 8, 1776, and the latter had returned to Philadelphia from her cruise on September 17. Esek Hopkins, in a list which probably was sent to the Marine Committee with his letter of June 19, had recommended Varrell as "Boatswain for one of the Ships in Philada." Hopkins Papers, RIHS.

Minutes of the Pennsylvania Council of Safety[1]

In Council of Safety,

[Philadelphia] Sept'r 20th, 1776.

Samuel Mifflin, Esq'r, declined serving as Commodore & Com'r-in-Chief of the Fleet of this State.

Mr. Nesbitt was directed to pay Capt. Jos. Blewer 50s. for scraping the Galley *Convention*.

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1. *Pennsylvania Colonial Records,* X, 724.

ROBERT MORRIS TO THE PENNSYLVANIA COUNCIL OF SAFETY[1]

Gentn Philada 20 Septr 1776

The Bearer hereof James Maul informs me there is a Vacancy in the Cheveaux de Frize Pilots — I take the liberty therefore of recommending him to your honorable board as a person well qualified for, and deserving of the birth — I have the honor to be Gentn [&c.]

Rob^{t} Morris

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[1] NYSL.

CAPTAIN THOMAS FORREST'S PETITION TO THE PENNSYLVANIA COUNCIL OF SAFETY[1]

[Philadelphia, September 20, 1776][2]

The Petition of Thomas Forrest Sheweth.

Your petitioner having the Honour Conferd on him by the honourable Body the late Committe of Safety of an Appointment of Capt of marines on Board the floating Battery Now Riding at anchor at fort Island.

That your petitioner finding by daily experience that Marines on board the floating battery are Quite useless

Begs Leave [(]If this Honourable Body Cannott Comply with the Request made by your petitioner for permission to Go to New York) to Offer himself as a Candidate for the Command of the Floating Battery now Building for the defence of this State

And your petitioner as in duty Bound will Exert himself To the good of the Service of this State & to the appointment honour

Thomas Forrest

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[1] Simon Gratz Autograph Collection, Case 5, Box 27, HSP.

[2] The date is approximate. The Council of Safety, on September 21, appointed William Brown commander of the new floating battery. Forrest, on October 5, 1776, was made a captain in Proctor's Battalion of Pennsylvania Artillery.

CUMBERLAND DUGAN TO THE MARYLAND COUNCIL OF SAFETY[1]

Gentlemen. Baltimore 20th September 1776.

Having a large quantity of bread belonging to the publick on hand already bak'd, and a vessel to dispose of, that we think must answer your purpose, thought it most proper to advise you thereof. She is a large schooner that will carry about eleven hundred barrells flour, completely found ready for sea, a good sailer & as tight as a bottle, the price we ask for her is £850 – that if she will any way suite you beg you'll advise me immediately for my government, as if she does not answer you, hope very shortly to dispose of her to some people of this place; dare say the quantity of bread we have baked belonging to you, together with what Mr Spear has baked for you will intirely load this vessel, and if immediately sent out must certainly come to a good market almost any where. I myself am just now returned from Boston where I have been on a visitt to my friends there, where I found both bread & flour very scarce and high, indeed scarcely any to be got, not one barrle of sweet flour was to be had in the whole town of Boston and bad as it was sold quick at 4 Dollars p cwt: I think this Vessel of ours loaded with a cargo of bread in bulk to go to Boston must answer well with a little flour, and for return could purchase West India goods of any Kind very low, as they are falling still lo[w]er every day from the great quantitys of prizes that are constantly comeing in to them. I was myself for several days at there public sales of prize cargoe, where I saw great quantitys of sugars, spiritt rum, Coffee, cotton, &c. sell very low indeed or if them articles would not answer it appears to me there might a great deal of money be made on a cargo of salt. I see it sell in Boston at 4/ p bushl by the quantity, and it was thought by most people there it would be lower, as a great many of their vessels were gone after salt, thinking it will be scarce and dear which is thought there will not be the case, that I realy believe salt may be bought as low in Boston as any where we can safely send for it, as there is many circumstances in favour of a vessels getting there safe. from there good forts on Nantaskett and other heigths near which no Kings ships will dare to come, and their coast is so much of an iron bound one (so caled) that no ship will dare to lay off there this time of the year. This vessel of ours will carry about four or five thousand bushells of salt, which would be a very handsome back freight, and she is extreamly well adapted for the purpose of carrying salt being a very boyent vessel that will not load too deep. I hope Gent you wo'nt imagine I intend to dictate to you what should be done in these matters, as you undoubtedly do know much better than I Can think or imagine; but several of my friends here advised me to write to this purpose, what I knew of these matters, which I hope you wo'nt take amiss, as so great a quantity of bread being ready and much in our way, want to make more room & a get it out while they bay is clear. Your favouring me with a line on this subject immediately will very much obledge me, and if I can in any wise serve you in loading this vessel shall be extreamly glad of the favour, in which hope I act to your approbation in every respect. Gent your [&c.]

Cumberland Dugan.

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1. Correspondence of Council of Safety, Md. Arch.

RICHARD GRAVES' BILL FOR BUILDING THE MARYLAND PRIVATEER BRIGANTINE *Sturdy Beggar*[1]

1776 Dr Messrs Kennady McKeel & Co To Richd Graves

For a Brigg 127 1/3 Tonns of Measuremts a £6	£764..–..–
Walnutt Transoms Aprons & dead Wood	12..–..–
24 feet 4 In Oak Plank 8/ – 24 ft 3 In Do 6/ – – for port Sills	14..–
A Beam & Knees for Sparr Deck	1..–..–
An Extra Breast Hook	15..–
– Extra Sparrs Vizt –	

2 Top Gallt Royals [44] ft Long		1.10..–
1 Spare fore Top Mast – 33 Do		1.13..–
An Extra Crutch at Midships the Topsail & Fayg		5..–
172 ft ½ Oak Plank for ports		1.15.10½
1¾ Lead Ln for Scuppers		4..–
2 Days work of the foreman on port Sills a 10/.		1..–..–
9 Do of a Carpenter – a Do –	a 7/	4..5..9
1¼ Do of Do Cuttg down the String		
1 Do of D[o]. on Sparr deck		
1 Do of D[o]. fayg an Extra Breast Hook		
14½ D[o] of Joiners plaing Bottom & Sides a 6/6		4.14..3
5½ Do of Labourers – Do do	a 4/6	5.14..9
15½ do of do Scraping Bottom & Sides		
3¾ do of do paying the Bottom		
½ Do of do Boring & driving Bolts in the Extra Breast Hook –		
¼ do of Do Boring & Driving Bolts on the Sparr deck		
27 lb Bolts for Extra Breast Hook 28 lb Pump Hooks		
10 lb Bolts for Bowsprit By 3½ lb eye Bolt fo Do		
16 Middle & 16 Toe Links fo Chain Plates Wt 160½ lb		
16 Chain Bolts W 87 lb 14 lb Dead eye Strap		
16 Preventer Plates W 47 lb 16 Do Bolts W. 60 lb		
14 lb Bolts f[or] Cutwater 1¾ Lb Do for Gaft		
5 lb D[o] for Sparr deck 20½ lb pump Gallows		
9½ lb do spear 4 lb Bolts f Boom 16 lb do fo Sheep lethers		
25½ lb Mast Hoops 16 pr port Hinges W 112 lb		
2¼ lb Bolts for Mast Checks 3 lb spikes fo Do		
5 lb Bolts fo Mast Step a Stirrup fo D 10½ lb		
8 lb Ring Bolts 45 Hooks & thimbles W 63¼ lb		
17 thimbles Wt 7¾ lb 8¼ lb Bolts fo Bowsprit		
16 lb Crow Barr		
– Totale Weight 769.lb 8 a		25.12..8
4 Scrapers 16/ – Rivetg & Nailg a Pump Box 1/ –		1..5..6
Rings & Rivetg & Bolts in Boom & Triple trees 3/		
2 Pump Bolts 1/ – a Marline spike 3/9		
Rivetg a Pump Box 9 – –		
16¼ Gal Rum a 6/ 97/6 allowance 7½ Cr. Waistg 7/6		5..5..–
an Express fr Hartford to Baltimore – –		1..–..–
3 Qua[rter] Lamb 7/3 – 2 Bush Wheat Meal 11/		18..3
Accommodation of Thos Stainbank 19 days		1.13..3
a Jugg 3/6 Maull 5/ – a Pewter disk 4/11		13..5
Liquor at Launch P Kennadys Order		3..–..–
A Cutwater & fixg the Head		15..–..–
		£853..9..8
Amount brought over		£853..9..8

Errors Excepted Worton 20th Sepr 1776
Errors Excepted P R Graves

[Endorsed] Recd this 24th of September 1776 from John Kennedy & John McKeel Eight Hundred & fifty three Pounds Nine Shillings & Eight pence infull of the within Account for Building the Brigg *Sturdy Begger* – [2]

P Richard Graves

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1. Marine Miscellany, LC.
2. Brigantine *Sturdy Beggar* of 24 guns, crew 100, John McKeel, commander; owned by Lux & Bowly, Baltimore, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XIV, NA.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY[1]

[Annapolis] Friday. September 20th 1776

Ordered That Captain Vernon Hebb and Mr Timothy Bowes, or either of them dispose of, for the use of this state, such Part of the Captures lately made out of Dunmore's Fleet, that may be deemed perishable or wasting. –

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1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Friday September 20th 1776.

The Brigantine *Adventure* now lying at York, with Tobacco, designed by order of the Committee of Safety for Dunkirk, being in an unfit condition to proceed on such a Voyage. It is Ordered that she proceed to Portsmouth, there to unload and refit, and after relading, that she proceed to Cape Nichola Mola, instead of Dunkirk, as a more desirable mart in the present circumstances of things. And the Commissioners of the Navy are directed to carry the design of these Orders into Execution.

A Permit was issued to the Schooner *Polly* Captain Earle to go to Martinico, a Manifest of her Cargo being filed, and ordered to be registered.

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1. McIlwaine, ed., *Journals of the Virginia Council,* I, 168, 169.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Friday 20th September 1776. –

Ordered that the keeper of the Public Store deliver unto Capt William Saunders a Speaking Trumpett, an hour Glass & Twenty Yards of Bunting for the use of the Schooner *Adventure* –

Ordered that the keeper of the Public Store deliver unto Capt Ciley Saunders two half hour Glass's, three pounds sewing Twine, one Compass, one speaking Trumpett & one dozen sail Needles [illegible] for the use of the *Lewis* Galley. –

Ordered that the keeper of Public Store deliver unto Capt James Markham two half hour Glass's one Compass, a Speaking Trumpett, one dozen sail Needles and a spie Glass for the use of the *Page* Galley. –

Ordered that Mr Augustine Moore be requested to deliver unto Capt Francis Bright such Anchors as he may want for the use of the Brig *Nohampton* –

Ordered that Capt Francis Bright take from the Capitol Landing Fifty four pound Shott for the use of the Brig *Nohampton* –

1. Navy Board Journal, 59–60, VSL.

St. George Tucker to Josiah Young[1]

Sir, Bermuda, Septr 20th 1776.

I take the Liberty of requesting your Care of two Hhds of Rum shipt by me on board of the *Dick Cole,* John Seymour Master, and consigned to Mr Matthew Phripp Merchant in Norfolk Virginia – Should Necessity compel you to go to any other part of the Continent you will be so obliging as to dispose of them for my Account, and remit the Proceeds of the same to Mr Matthew Phripp in Norfolk in good inland Bills of exchange, which I apprehend you will find no Difficulty of purchasing at present. I heartily wish you a good Voyage, & am, Sir [&c.]

St George Tucker.[2]

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.
2. *Ibid.*, in a letter this date, Tucker requested Phripp to use the proceeds from the sale of the rum to pay off some long standing debts in Virginia.

Deposition of Frederick Sund[1]

Jamaica ss/

Frederick Sund of the Parish of Kingston in the County of Surry and Island of Jamaica, Mariner late belonging to a certain Sloop call'd the *Morning Star* being duly Sworn maketh Oath and Saith that on the Thirtieth day of April last the said Sloop *Morning Star* was laying at Anchor near the Bar of Black River on the Mosquitto Shore, And this Deponent further saith that two Guarda Costas belonging to His Most Catholick Majesty the *Pacifico* of Fourteen Guns, commanded by Don Juan Castello, and the *Recurso* of twelve Guns command'd by Antonio Yepe under Dutch Colours, bore down upon the said Sloop while at Anchor as aforesaid (she having English Colours hoist'd) whereupon the said Guarda Costas haul'd down the Dutch Colours and the *Pacifico* haild the said Sloop *Morning Star* and ask'd "from whence came ye" and being answer'd "from England & Jamaica" she again askd "Have you any Flour or other Provisions" only for our own use And after so hailing the said Sloop they the said Don Juan Castello, & Antonio Yepe, came onboard the said Sloop & the said Don Juan Castello, askd "who the Vessel belong'd to" he was answer'd "to Messrs Irving & Blair" "what is the Masters Name", and he was answer'd David Millar, who is onshore And this Deponent further saith that as soon as they the said Don Juan Castello, and Antonio Yepe came onboard the Sloop *Morning Star* they order'd the English Colours to be Haul'd down which was accordingly done & then ask'd if there were any amunition onboard when they were answer'd only some Powder and Musquets for our own use and they also ask'd "Have you sent any Powder onshore" and they were answer'd "Some to the Superintendant at Black River"

And this Deponent further saith that after their said Questions were answer'd the said Don Juan Castello order'd some Arm'd Men to come onboard who by his Command tyed the Sloops crew two by Two (except David Robinson the Boatswain who continued onboard the said Sloop some days after) and put them onboard the *Pacifico,* while the Spaniards took Possession of the said Sloop *Morning Star* & proceeded to Porto Bello and from thence to Carthagena from which last mention'd Place this Deponent made his Escape

Sworn before me his
this 20th day of Septr 1776 Fred X Sund
J: French Custos &c Kingston mark
[Endorsed] (A Copy) Clark Gayton

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1. PRO, Admiralty 1/240. Enclosed in Gayton to Stephens, October 8, 1776. See petition of Charles Irving and Alexander Blair, September 21, and Volumes 4 and 5.

21 Sept.

WAGE AGREEMENT BETWEEN STEPHEN CLEVELAND AND WILLIAM HERRICK [1]

Salem Sept the 21t 1776

it is this Day agreed Between Stephn Cleveland of the one part in behalf of the Continent By order & Consent of Jno Bradford Esqr Continental agent and William Herrick on the other part for him Self, that I Sd Cleveland in Behalf as Before Sd Doth by these presents agree to Give the Sd Herrick the Sum of four pounds Sixteen Shillings Lawfull money for Each & Every month from this Date till the Brigt *Dispach* Be armed for & in behalf of the Before Sd., then the Sd Herrick to be intitled to the Same wages & prize money agreable to the Rank of a Lieut or master which we may then agree on, I the Sd Herrick on my part do by these presents in Consideration of the above haveing one months advance now paid me do agree to perform all Reasonable Duty Both Before & after the *Dispach* be armd that he the Sd Cleveland may from time to time Require of me the Sd Herrick[2]

this instrument interchangably } Stephn Cleveland
Sined & Seald in presents of us } William Herrick
Isaac Williams
Ann Jeffry

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1. Records of Armed Vessels 1775–76, III, Book 18, BHS.
2. See John Bradford to Robert Morris, October 19, 1776.

POWER OF ATTORNEY GRANTED BY OFFICERS AND SEAMEN OF WASHINGTON'S SCHOONER *FRANKLIN*[1]

Know All Men by these presents that We whose names are hereunto subscribed, Officers & Mariners on board the armed Schoonr *Franklin* John

Skimmer Commr have constituted & appointed & do hereby constitute & appoint John Bradford Of Boston in the County of Suffolk & State of the Massachusetts Bay Esqr Our Lawfull Attorney, for Us and in our stead & for our Use to prosecute for, demand & receive of all & every Person whatsoever, and in all Maritime & other Courts for Us to appear & demand, sue for & Recover our full shares of all prize Vessells, Prize money, Tackle Furniture Goods Merchandi[s]e & every kind of Prise property that may be & shall be taken in the Cruise in said Schooner untill our Return to Boston aforesd hereby satisfying & confirming whatsoever our said Attorney Shall do or cause to be done to all Intents & Purposes, as much as if We his Constituents were present

In Witness whereof We have hereunto Sett our hands & Seals this 21st day of Septembr 1776 –

Signed, sealed & dd.
in Presence of Us
Thos Jackson
John Lambert Junr

John Skimmer –
Wm Addiscott.
Edward Ruddock
Nathaniel Chadwick
his
Clement X Severy.
mark
Joseph Souther.
John Lewis

Witness Thos Jackson
William Bradford
to John Lewis

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1. C. E. French Collection, MassHS.

Abigail Adams to John Adams[1]

[Extract] [Braintree] Sepbr. 21 1774 [*i.e.* 1776]

. . . The Portsmouth Ship has been waiting for Guns these six weeks. Had an unkle of ours and several other merchants I could mention had the care of her I dare say she would have long ago had Guns. Private adventurours can get Guns even for large Briggs. – The *Boston* formerly the *Zechary Baily* which was taken as a prize and bought by private persons has been fitted out, her Guns made and purchased long since the other ought to have saild.[2]

So it is we dream away opportunities by misplaceing Buisness.

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1. Butterfield, ed., *Adams Family Correspondence,* II, 129–30.
2. The *Zachariah Bayley,* taken by the Massachusetts privateer sloop *Yankee* and condemned in admiralty court July 30, 1776, was purchased by Paul Dudley Sargent and others of Boston. She was renamed the *Boston* and commissioned September 24, under the command of Captain William Brown. She was armed with 22 guns, and had a crew of 210 men. *New-England Chronicle,* July 11, 1776, and Mass. Arch., vol. 5, 100.

Power of Attorney Granted by Officers and Crew of the Rhode Island Privateer Sloop *General Greene*[1]

To All People to whom these present shall come John Garzie of East Greenwich in the County of Kent and state of Rhode Island &c. Commander of the private Sloop of war called the *General Greene* and others Subscribers hereto being officers & privates of and belonging to the same Sloop now Returnd from a crusing Voyage against the Enemies of the united States of America send Greeting –

Know ye that we the Subscribers have made ordained authorized Constituted and Appointed & by these presents do make ordain authorize, constitute and appoint William Arnold of East Greenwich aforsd Gentleman our true and Lawfull Agent & Attorney for us & in our Name and to our Use to Ask demand and Receive our Devidend and Devidends part & parts Share & Share Pourtion & proportion of all prizes. prize Goods wares Merchandizes Effects and things whatsoever that shall be Seized captured & into port come or be sent by the sd Private Sloop of war her Captain Officers and People and in Our Name the same to implead prosecute and pursue either in courts of Law or Equity to final Judgment Confiscation and Condemnation and on receipt thereof Acquittances or other sufficient discharges for us and each of us and in our name & Names to make seal and deliver and to do all lawfull Acts & things whatsoever Concerning the premeses as fully in every respect as we ourselves and each of us for himself might or could do if we and each of us were personally present, and an Attorney or Attornies under him for the purpose aforsaid to make and the same at his pleasure to Revoke and remove And we & Each of us for himself do hereby promise and Covenant to Ratify allow and Confirm all and whatsoever our said Attorney Shall in our Name lawfully do or Cause to be done, in and About the primeses by Virtue of these presents In Witness whereof we have hereunto Set our hand and Seals the Twenty first day of September Annos Dommini 1776.

Sealed and Deliver'd
in presence of

John Garzia
Philip Peirce
Fran^{s} Bradfeild
James Eldred
Nicholas Mathewson
Benj Brown
William Howard
Levi Pearce
Darrill Jones
William Burlinham Ju
Joseph Hopkins
William Spink
Nathan Millerd
Josiah Hopkins

Spink Tarbox Cooper
his
John X Tayler
Mark
his
Sam^{ul} X Young
mark
his
Tho^{s} X Rogers
mark
Gideon Tanner
Stephen Briggs
Sam Rogers
Mychel More
Benjamin Capron

1. Shepley Collection, RIHS.

Providence Gazette, SATURDAY, SEPTEMBER 21, 1776

Providence, September 21.

The Privateer *General Greene,* of East-Greenwich, and the Privateer *Harlequin,* of Baltimore, have taken a Jamaica Ship, of 310 Tons,[1] and sent her into a safe Port: Her Cargo consists of 372 Hogsheads of Sugar, 82 Puncheons of Rum, 36 Pipes and 4 Hogsheads of Madeira Wine, 1800 Pounds Weight of Copper, &c. This Ship we hear sailed in Company with a large Fleet, convoyed by two Men of War, one of which was soon to leave them; the other, said to be a dull Sailer, was to proceed with them to Europe.

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[1] The *St. James.* Same issue of *Providence Gazette* carries libel filed against this prize.

MAJOR GENERAL JOSHUA BABCOCK TO GOVERNOR NICHOLAS COOKE[1]

[Extract] Westerly 21st Septr 1776

Sir We arriv'd at N York 13th current, in Concert with John Collins Esqr waited on General Washington with the other Genl Officers, just after Dinner 3 Frigates & a 40 Gun Ship (as if they meant to attack the City) sail'd up the East River under a gentle Breeze towards Hell-Gate & kept up an incessant Fire, assisted wth the Cannon at Governrs Island: The Batteries from the City return'd the Ships the like Salutation: 3 Men agape, idle Spectators had the Misfortune of being killed by one Cannon Ball, the other Mischief sufferd on our Side was inconsiderable saving the making a few Holes in some of the Buildings; one Shot struck within 6 Foot of Genl Washington, as He was on Horseback riding into the Fort.

At Parting with his Excellency [Washington] Saturday Afternoon 15th Instant [*sic* 14th] He promised us a Letter to yr Excellency. . . But the Trobles gathering fast from the Landing of the Enemy under the Thunder of their Cannon which was on Sunday Morning 16th [*sic* 15th] his Excellency from his closest Attention to his Command then found it impracticable. . . .

. . . on Sunday-Morning 5 more Frigates saild up the East River, anchor'd near the 4 former (which with Wallace, who was there before, augmented their Number to 10) at the same Time 3 Capital Ships went up the North River, causing a most tremendous Firing, assisted with the Cannon on Governor's Island, discharging to no Purpose against our Batteries, tho' they made a few Holes in some of the Buildings, which Firing was return'd on our Side as well as could be from the Scantiness, in & about the City, of heavy Cannon – The Bulk having been carried to a Hill about 4½ Miles South of Kings Bridge, whereat an impregnable Fortress was begun & well nigh perfected, & which could not be annoyed by the Enemies Ships.

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[1] Letters to the Governor, vol. 8, R. I. Arch. Babcock was an officer in the Rhode Island militia.

LIBEL AGAINST THE BRITISH PRIZE SCHOONER *Hannah and Elizabeth*[1]

State of Connecticut, ss. New London County

A Libel is filed before Richard Law, Esq; against the Schooner *Hannah & Elizabeth,* Burthen about 45 Tons, lately commanded by Ronald Bruce, said to belong to the Subjects of the King of Great-Britain, and fitted out by the Subjects of the said King of Great-Britain, from the Island of Barbados, in the British West Indies, loaded with Rum and Sugar, and bound to Halifax; which said Schooner, &c. was taken and brought into the Port of New London, by Robert Niles, in the armed Schooner *Spy,* belonging to the State of Connecticut. – The Court erected to try and condemn all such Captures, will be held at Norwich, in the County aforesaid, on the 6th Day of November 1776, at 2 o'Clock in the Afternoon, to try the Justice of said Capture; of which this Notice is given pursuant to the Laws of this Colony, that the Owners of said Ship [*sic*], or any Person concerned therein, may appear and shew Cause, if any they have, why the said Schooner and her Tackle Apparel and Furniture, with her Cargo, should not be condemned as lawful Prize.
New London, Sept 21, 1776.

Per Order of the Judge,
Wint Saltonstall, Regst'r.

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1. *Connecticut Gazette,* October 4, 1776.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES[1]

Dear General Bay St Amont Sepr 21st 1776

My last was the 18th Inst by Lieut [Benjamin] Whitcomb, the next day at Noon weighed Anchor with the whole Fleet. which Arived here the same Evening, this is a fine bay. & good Anchorage, two Leagues to the No wd of Cumberland Head, on the West shore, the *Liberty* was ordered to Cruise of[f] the Isle a La Motte untill 2 oClock, & then Join the Fleet On her return, opposite to the Isle a La Motte, a Frenchman came down, & desired to be taken on board, the Capt Suspected him, & went near the shore with his Boat Stern in, Swivels pointed & match lited, the Frenchman waded near a rod from the Shore, but when he found he could decoy the Boat No further he made a Signal, to the Enemy when three, or four, hundred, Indians, Canadians & Regulars rose up & fired, on the Boat, they wounded three Men, the Boat returned the Fire with their Swivels, & Small Arms, & the Schooner fired several Broad sides of Grape, before they dispersed tho several were seen to fall – On their way down They Discovered a large Party of Savages on the Western Shore, they imagined Two, or three hundred – they have a large Number of light Burch Canoes, with which they can pass us in the night, & in the day Time Secure them in the Bushes, it will be Dangerous sending down, single Boats, I have Sent up the *Liberty* to Guard the Return Boats & bring down the Medicine, &c the Surgeons can be of no use to us without, Capt [David] Hawl[e]y is appointed to the *Royal Savage,* I must renew my request For more Seamen, & Gunners, there is a plenty of the former in the Army, provided they have liberty of Inlisting, tho it is a bad prescident, this emergency will Justify the measure—

I am greatly at a loss what could have retarded the Gallies so long, I verily believe If we are Attack'd this fall by the Enemy. it will be in the Course of a week – or Ten days – the want of those Gallies may decide the Contest against Us –

I am surprised our Intelligence from New York is so imperfect, I hope we shall soon hear the particulars – The Tobacco Papers were delivered me I will endeavour to send them soon The Articles I wrote for in my last. I hope will be Sent if possible – I have sent up Mr Dunn to Collect. the Shot. & other Articles I want, & bring them Down – We had an exceeding hard Gale here the 20th & a prodigious sea. the Gallies Rode it out beyond my expectation, I have sent Two Boats, to sound round the Island Valcouer, who report, that, it is an exceeding fine, Secure harbour I am determined to go there the first fair Wind, as the fleet will be secure. & we can discover the Enemy If. they Attempt to pass us up the East Bay On the Back of Grand Isle – I make no doubt you will approve of this measure, If. not I will return to any of my former Stations, We are as well prepared for the Enemy, as our Circumstances will Alow, they will never have it in their power to Surprise us – the Men are Daily trained to the Exercise of their Guns, & if Powder was plenty I would, wish to have them fire at a Mark with their Great Guns Often – at present we cannot Aford it – I wish the Workmen could all be employed, on One Gally & finish her first, that Something might be Added to the fleet I cannot help thinking that they are hindering each other, their was all the Materials sufficie[nt] for One when I came away, I hope they will Not mount Twelve pounders. if Eighteens, or Twenty fours, can be procured – I am with great respect & esteem [&c.]

B Arnold

P S. The Draufts from the regts at Tionderoga, are a miserable Set, indeed, the Men on board the fleet In General, are not equal to half their Number of good men – B A –

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1. Gates Papers, Box 4, NYHS.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION[1]

Die Sabbati, 9 HO. A.M.
[Fishkill] Septr. 21st, 1776.

A letter from Genl. Washington was read and follows, vizt:

Head-Quarters,
Heights of Harlem, Septr. 20th, 1776.

Gentn. – Having reason to believe the enemy will attempt to gall us with their ships of war from the North river as soon as they are ready to open their batteries against the front of our lines, which we expect them to erect with great industry, I beg leave to mention

> that I think it may be of immense consequence if your Honourable Body will order down some of your fire ships, which may lay just above the obstructions in the river under cover of the guns of Fort Washington, where they will be ready to act in case the ships should attempt to come up.
>
> Hurried and surrounded with a thousand things, I have only time to add, that
>
> I have the honor to be, with great esteem, Gentn. [&c.]
>
> Go. Washington.

On reading the letter of His Excellency General Washington of the 20th instant, requesting this Convention to order down some of their fire ships to lay just above the obstructions in the Hudson's river.

Resolved, That the two fire ships charged by Captain [John] Hazelwood, be immediately despatched to Fort Washington, or near it, And,

Ordered, That Gilbert Livingston, Esqr. or any other member of the committee for obstructing the navigation of Hudson's river who may now be at Poughkeepsie, do immediately despatch the two fire ships prepared and charged by Captain Hazelwood, with proper persons to navigate them under cover of the guns of said fort, and there deliver them to the care of such person as His Excellency Genl. Washington has or shall appoint to take charge of them.

Ordered, That a copy of the above resolution and order be despatched to his Excellency General Washington, and another copy to Gilbert Livingston, Esqr.

A draft of a letter to His Excellency, was read and approved, and is in the words following, to wit:

> Sir — The Convention have received your Excellency's letter of Septr. 20th, and have, in consequence, entered into the enclosed resolution, which I am directed to transmit. We are sorry that it is not in our power to send down more than two fire ships, as they have no more charged in such a manner as to be dependend on.
>
> A committee of correspondence has been established by the Convention, for the purpose of communicating to and receiving intelligence from the army. The express will receive orders to call upon your Excellency daily, and any commands or intelligence which your Excellency may think proper to transmit, will be thankfully received and punctually attended to, by
>
> Your Excellency's [&c.]
>
> By order.

To His Excellency Genl. Washington.

Die Sabbati, 4 ho. P.M. Septr. 21st, 1776.

A letter from Thos. Randall, Esqr. one of the marine committee, dated at Elizabeth Town, the 7th Septr. was read and filed.

A letter from Thos. Quigley, mate of the privateer *Putnam,* dated at Cranberry inlet, the fourth instant, was also read and filed.

The petition of the officers and mariners of the said vessel of war, was also read and filed.

It thereby appears that there is a mutiny on board of the said vessel, and the mariners and crew demand their wages and refuse to continue in the said vessels under the command of Capt. Thos. Creiger.

Ordered, That those papers be deferred for consideration.

Resolved, That the secret committee for obstructing the navigation of Hudson's river, be empowered and directed to purchase and impress for the service of this State, any number of vessels not exceeding six, which they shall think best calculated for the purpose of completing the obstructions in Hudson's river opposite Mount Washington; that they cause an appraisement of said vessels to be made by persons under oath, in the most equitable and expeditious manner possible, in order that satisfaction may hereafter be made by this Convention to the owners of such vessels; and it is recommended to the said committee to request the services of Capt. Thomas Greenell in ballasting and navigating, and delivering those vessels to Capt. Cook at Fort Washington.

Resolved, That the said committee be directed to send all the oak plank (which they have in their possession) to Mount Washington, with the utmost despatch.

Resolved, That the superintendents for building the Continental frigates be earnestly requested to send as much of their short oak plank as they possibly can spare, to Fort Washington, with the utmost despatch, and this Convention do engage to justify their conduct in this particular to the Honourable the Continental Congress.

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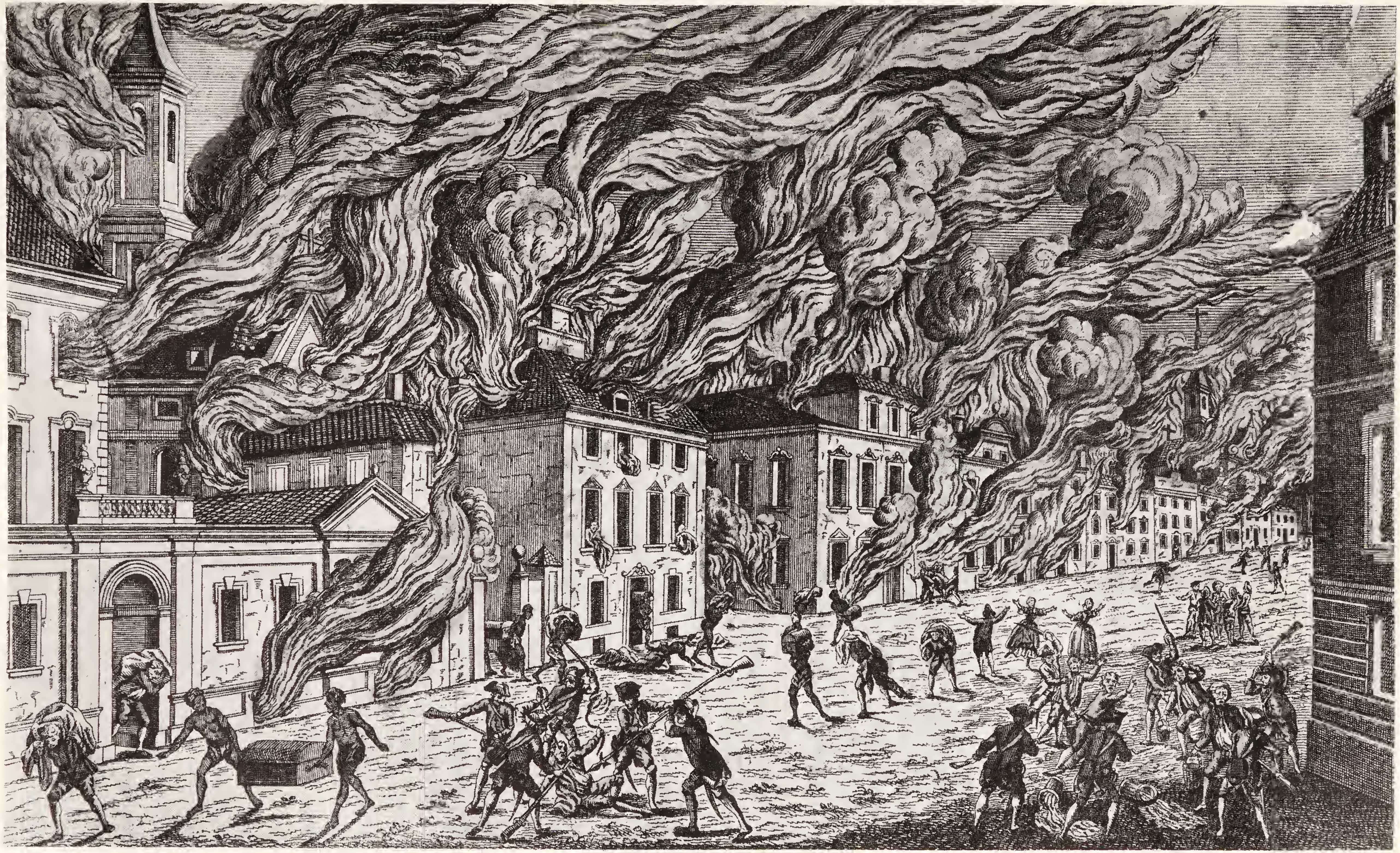
1. *New York Provincial Congress,* I, 637, 638, 639.

DIARY OF FREDERICK MACKENZIE [1]

[New York] 20th Sept – [*sic* 21st] A little after 12 o'Clock last night a most dreadful fire broke out in New York, in three different places in the South, and windward part of the town. The Alarm was soon given, but unfortunately there was a brisk wind at South, which spread the flames with such irresistible rapidity, that notwithstanding every assistance was given which the present circumstances admitted, it was impossible to check its Progress 'till about 11 this day, when by preventing it from crossing the Broad-way at the North part of the town, it was stopped from spreading any further that way, and about 12 it was so far got under that there was no danger of it extending beyond those houses which were then on fire. It broke out first near the Exchange, and burnt all the houses on the West side of Broad Street, almost as far as The City Hall, & from thence all those in Beaver Street, and almost every house on the West side of the town between the Broad way and the North River, as far as The College, amounting in the whole to about 600 houses, besides several Churches, particularly Trinity Church, the principal one in town.



New York Fire.

On its first appearance two Regiments of the 5th brigade went into town, and some time after, a great number of Seamen from the Fleet were sent on shore under proper officers by order of Lord Howe, to give assistance. About daybreak the Brigade of Guards came in from Camp, but from the absence of the regular Firemen, the bad state of the Engines, a want of buckets, and a Scarcity of Water, the efforts of the Troops and Seamen, tho' very great, could not prevent the fire from spreading in the manner it did. The first notice I had of it was from the Sentry at Genl [Francis] Smith's quarters at Mr. [Andrew] Elliot's house, who called me up about 10 Clock and said New York was on fire; on going to the window I observed an immense Column of fire & smoke, and went and called Genl Smith, who said he would follow me into town as soon as possible. I dressed myself immediately and ran into town, a distance of two miles, but when I got there the fire had got to such ahead there seemed to be no hopes of stopping it, and those who were present did little more than look on and lament the misfortune. As soon as buckets & Water could be got, the Seamen and the troops, assisted by some of the Inhabitants did what they could to arrest its progress, but the fresh wind, and the combustible nature of the materials of which almost all the houses were built, rendered all their efforts vain.

From a variety of circumstances which occurred it is beyond a doubt that the town was designedly set on fire, either by some of those fellows who concealed themselves in it since the 15th Instant, or by some Villains left behind for the purpose. Some of them were caught by the Soldiers in the very act of setting fire to the inside of empty houses at a distance from the fire; many were detected with matches and combustibles under their Clothes, and combustibles were found in several houses. One Villain who abused and cut a woman who was employed in bringing water to the Engines, and who was found cutting the handles of the fire buckets, was hung up by the heels on the spot by the Seamen. One or two others who were found in houses with fire brands in their hands were put to death by the enraged Soldiery and thrown into the flames. There is no doubt however that the flames were communicated to several houses by means of the burning flakes of the Shingles, which being light, were carried by the wind to some distance and falling on the roofs of houses covered with Shingles, (which is most generally the case at New York,) and whose Inhabitants were either absent or inattentive, kindled the fire anew. The Trinity Church, a very handsome, ancient building, was perceived to be on fire long before the fire reached the adjacent houses, and as it stood at some distance from any house, little doubt remained that it was set on fire wilfully.

During the time the Rebels were in possession of the town, many of them were heard to say they would burn it, sooner than it should become a nest for Tories – and several Inhabitants who were most violently attached to the Rebel cause have been heard to declare they would set fire to their own houses sooner than they should be occupied by The King's Troops.

No assistance could be sent from the Army 'till after daybreak, as the General was apprehensive the Rebels had some design of attacking the Army.

It is almost impossible to conceive a Scene of more horror and distress than the above. The Sick, The Aged, Women, and Children, half naked were seen going they knew not where, and taking refuge in houses which were at a distance from the fire, but from whence they were in several instances driven a second and even a third time by the devouring element, and at last in a state of despair laying themselves down on the Common. The terror was encreased by the horrid noise of the burning and falling houses, the pulling down of such wooden buildings as served to conduct the fire, (in which the Soldiers & Seamen were particularly active and useful) the rattling of above 100 waggons, sent in from the Army, and which were constantly employed in conveying to the Common such goods and effects as could be saved; — The confused voices of so many men, the Shrieks and cries of the Women and children, the seeing the fire break out unexpectedly in places at a distance, which manifested a design of totally destroying the City,[2] with numberless other circumstances of private misery and distress, made this one of the most tremendous and affecting Scenes I ever beheld.

The appearance of the Trinity Church, when completely in flames was a very grand sight, for the Spire being entirely framed of wood and covered with Shingles, a lofty Pyramid of fire appeared, and as soon as the Shingles were burnt away the frame appeared with every separate piece of timber burning, until the principal timbers were burnt through, when the whole fell with a great noise.

[1] *Mackenzie's Diary,* I, 58–61.

[2] Ambrose Serle noted in his journal: "The New England People are maintained to be at the Bottom of this Plot, which they have long since threatened to put into Execution." Tatum, ed., *Serle's Journal,* 111.

JOURNAL OF H.M.S. *Rose,* CAPTAIN JAMES WALLACE[1]

September 1776 Moor'd off the Town of New York.

Saturday 21st AM at 1 a large fire broke out at the SWt end of the Town, The Adml made Sigl for the Boats to assist at noon the fire near out near 400 Houses Burnt. a Number of People taken up Suppos'd to have [been] concern'd in setting the Town on fire.

Little Winds and Clear Wr Carptrs on Shore making a Main Mast.

[1] PRO, Admiralty 51/805.

JOURNAL OF H.M.S. *Asia,* CAPTAIN GEORGE VANDEPUT[1]

Septr 1776 Moor'd as before in the [North River at New York]

Saturday 21 AM ½ past one the Town of [New] York was set on Fire in different places, sent a Boat to assist, at 5 parted the small Bower Cable Fresh Gales & Cloudy

PM Moor'd Ship, converted the Sheet Cable to the small Bower & pointed it

[1] PRO, Admiralty 51/67.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.[1]

[On board H.M.S. *Eagle,* off Bedloe's Island]

21st [September]. – This morning about one o'clock the officer of the watch called me, and gave information of a house in New York being on fire. I immediately went on deck, observed the fire to spread and catch several houses, and saw the fire break out at different parts of the city. Sent several boats on shore to the assistance of the place. Made the signal for all lieutenants, and ordered boats from each ship for the same purpose. It was evident from many circumstances that the city was maliciously set on fire, by the fires breaking out at different places at the same time; from lath wood, split in small slips, tarred and brimstoned, with tow and all manner of combustibles being placed in different parts of the city. Several people were taken up, against whom the proof seemed very plain. These the sailors, soldiers, and mob immediately put to death; many others, perhaps thirty or forty, were put in jail on strong suspicion. This evening the fire is entirely out; but had the wind come to the westward and blown fresh, as it did when it first broke out, the whole city would have been consumed. The loss is not yet accurately ascertained, but I suppose there may be about one-third or one-sixth of the city burned.

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[1] *Duncan's Journals,* XX, 129–30.

JOURNAL OF H.M.S. *Preston,* CAPTAIN SAMUEL UPPLEBY[1]

September 1776 Remarks [off Red Hook]

Saturday 21 2 AM – perceived a house on Fire at New York which instantly spread to many others, hoisted out our boats & sent an Officer to assist in getting the Merchant Ships from the Wharfs Adml made the Signal for all Lieuts, sent our Carpenters onshore to repair flat boats. served Onions to the Ships Company,

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[1] PRO, Admiralty 51/720.

JOURNAL OF H.M.S. *Experiment,* CAPTAIN WILLIAM WILLIAMS[1]

Septr 1776 Moor'd off Gravesend Bay

Saturday 21 Modte and fair Wr at 7 P M recd Orders fm Vice Adml Lord Viscount Howe to bring the *Experiment* & all the Prison Ships Wth the Rebel Prisoners Onbd Vizt 748 up to New York

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[1] PRO, Admiralty 51/331.

DIARY OF LIEUTENANT JABEZ FITCH[1]

[On Board the Prison Snow *Mentor*]

Saturd: the 21st: [September] About one oClock in the Morning We Observ'd a Considerable Light up toward the Northward, which we sopos'd to be the burning of some Buildings; this Light continued while Day, & some Time in the Morning we were Inform'd that it was in the City of N. York, and that a considrable part of the City was Burnt, but we are yet Scercely able to believe this Report.

This morning was Wet & Lowery, the Winde was also considrably high, & the water very Rough; several of our People were Seasick; I kept pretty Cloos below Deck most of Forenoon . . . In the Evening I understand that Capt: Davis Recd: order to be in Readiness to move up toward the City Tomorow.

1. Sabine, ed., *Fitch's Diary*, 47.

JOURNAL OF BENJAMIN BOARDMAN[1]

[Paulus Hook, September] 21st.

At 2 this morning, we were waked by the guards, who informed us that New York was on fire. As the fire began at the South East end of the city, a little East of the grand battery, it was spread by a strong South wind, first on the East River, and then Northward, across the Broad Way, opposite to the Old English Church (If I mistake not the name) from thence it consumed all before it, between Broad Way and the North River, near to the college, laying about one third part of the city in ashes [(] is the opinion of those best acquainted with it) ; and had not the wind as it veered to the West, died away, the remainder of that nest of vipers would have been destroyed.

This evening a seaman who said he belonged to Providence, that he was taken and obliged to fight against his countrymen on board the *Roebuck*, made his escape by swimming from New York to this place – he informed that the men on board the *Roebuck* were very sickly, that they had lost 100 since they left the Capes of Virginia. He also gave notice, that preparations had been made to attack this post – that a number of large ships were to come up and endeavour to silence our batteries, while a large body of troops in boats (which we discovered on the opposite shore above us [)], and endeavour to cut off our retreat – that it was to have been executed this morning, but the fire prevented.[2]

1. *Connecticut Gazette*, October 18, 1776.
2. September 20, 1776: "Preparations were made this Evening for the Attack of [i.e., on] Powley's Hook to-morrow – a Post of the Rebels on the North River almost opposite the Town. They have raised several Works, and have Embrazures prepared for many Guns," Tatum, ed., *Serle's Journal*, 110.

CONTINENTAL MARINE COMMITTEE TO THOMAS CUSHING[1]

In Marine Committee Philadelphia Septem 21: 1776.

Sir; In Consequence of a letter from the president of Massachusetts Bay dated the 13 Instant to the President of the Congress which was by Congress referrd to this Committee; We have determined to Comply with the wishes of your assembly by Ordering the Frigate Commanded by Capt

[Hector] McNeill and that by Captain [Thomas] Thompson[2] of newhampshire to be fitted immediately and proced on a Cruize on your Coasts in hopes of taking the *milford* Frigate or of driving her or any other Enemy away from those Seas –

We therefore Authorize you to accept the Profferd assistance of the said assembly or any Committee they appoint to assist in fitting equipping arming & manning th[is] Frigate you are also to Accept their offer of Twenty four nine Pounders (cannon) and to Cooperate with them in getting this Ship to Sea with the utmost Expedition, and we agree to reimburse the state of Massachusetts Bay for all Just & necessary Expences they incurr in Effecting this Bussiness we Shall in due time also cause their Cannon to be returned unless they think proper to make Sale of them for the use of this ship and in that case we woud choose to purchase them provided their are Good Guns quite suitabl for the service

You will please to purchase a proper number of swivell Guns, good musketts, Blunderbusses, cutlasses Pikes & other arms & instruments Suitable for this Ship you will apply to your state for powder — Ball, muskett shott other military Stores to be paid or returned by the Congress and in Short as this Ship will instantly go into Danger we hope nothing will be Neglected that ought to be done in fitting & manning her – We are very Sincerely [&c.]

John Hancock	Samuel Huntington
Rob^{t} Morris	Samuel Chase
Joseph Hewes –	Josiah Bartlett
Richard Henry Lee	

P S if Mr [John] Langdon[3] applys to you Mr [John] Bradford[4] or to your state for assistance in fitting out the Frigate under his care we hope it will be granted & we shall re[i]mburse all Just Expences & Charges — the intended Enterprize should Be Kept As secret as possible—

[Endorsed] the above is a True Coppy Thomas Cushing Junr

1. MassHS. Cushing directed building of the Continental frigates in Massachusetts.
2. The Continental frigates *Boston* and *Raleigh*.
3. Continental agent for New Hampshire.
4. Continental agent for Massachusetts.

Continental Marine Committee to John Bradford[1]

Sir [Philadelphia] September 21st. 1776

In consequence of some overtures from the Assembly of your State [Massachusetts], we have determined to order the Continental Frigate commanded by Hector McNeill Esqr to be immediately armed manned and fitted for the sea and accordingly have this day written what we judged necessary to Mr. Cushing and the Captain on that subject.

The present is to desire you will give them all the aid and assistance in your power in this business. You are to supply them with any Continental Stores you may have in your possession that are wanted or assist in procuring such.

Similar orders are sent to John Langdon Esqr of New Hampshire respecting the Frigate there and should he apply to you for any assistance we pray it may be granted. We are Sir [&c.]

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[1] Paullin, ed., *Out-Letters of the Continental Marine Committee*, I, 11.

Continental Marine Committee to Captain Thomas Thompson[1]

Sir [Philadelphia] September 21st 1776

The assembly of New Hampshire and Massachusets having offered their assistance in equipping arming and manning the Frigate under your command[2] we have accepted their kind offers and hope in consequence thereof, you will soon be ready for sea, we expect the same will be the case with the Frigate commanded by Captain [Hector] McNeill[3] of Massachusets and our design is that you should join Company soon as possible and cruise in consert.

We are informed the *Millford* Frigate now infests the Coast of those States and does much Injury to their commerce. It is our duty to prevent the continuance of this soon as we can, and as the two Frigates mentioned will be an overmatch for the *Millford* or any single Frigate of the enemy, you are to join Captain McNeill and go in search of that or any of the enemies Ships in those seas that you can cope with, and we hope in due Time that you have taken destroyed or drove off the said enemy. The Rank betwixt you and Captain McNeill is not yet established you are therefore to act in concert and consult each other in all things that relate to the good of the service, to the safety and preservation of your ships or to the Interest and honor of the United States of America. – The Continental Agents in any State you put into will supply provisions or any necessarys that may be wanted – to some of them you are to address your Prizes, and you must advise the Committee of your proceedings as opportunitys occur. You are also to furnish us in due Time with Copies of your Log Book and Journal, and advise us of any important intelligence that may come to your knowledge. With the best wishes for your success We are sir [&c.][4]

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[1] Marine Committee Letter Book, 22–23, NA.

[2] The *Raleigh*.

[3] The *Boston*.

[4] *Ibid.*, 23–24, similar orders were sent to Captain McNeill this date.

Continental Marine Committee to John Langdon[1]

Sir [Philadelphia] September 21. 1776. –

The Assembly of Massachusets Bay having represented the necessity and utillity of fitting out with all possible expedition One of the Frigates built in that State and that under your direction, to Cruize on your Coasts, in order to take or drive off the enemy that now infest them, and having offered their Assistance to equipp and man these Ships, and also handed us the Copy of a Vote or resolve of your honorable Assembly to the same purport – We have determined to comply with their wishes, so far as depends on us, and have this day given the necessary orders to Mr Cushing Captain McNeill and Captain Bradford for getting their Ship ready.[2]

We are therefore to request that you will exert your utmost endeavours to have the frigate under your care compleated immediately.[3] You will accept the assistance of your Assembly or the Committee the[y] appoint for that purpose – You may either purchase or borrow suitable Cannon, Swivels, Blunderbusses, Muskets, Pistols Cutlasses, Pikes, Ball, Shott, Powder &c: &c: You May apply to the State of Massachusetts, to the Honble Mr Cushing, or to any of the Continental Agents in the neighbouring States for Materials or other assistance you stand in need of and this Committee on behalf of the United States, will pay all just equitable Charges that you or any of them incur in effecting this business, so that we hope Captain [Thomas] Thompson will soon be able to join Captain McNeill in this enterprize which ought to be kept as secret as possible. We are Sir Your freinds &c &c

1. Marine Committee Letter Book, 24, NA.
2. The frigate *Boston*.
3. The frigate *Raleigh*.

Continental Marine Committee to Captain Isaiah Robinson[1]

Sir Philada Septr 21st 1776

This Committee being very desirous of sending the *Andrew Doria* under your command on immediate Service – desire that you forward her Outfit, – take in provisions and Stores for two Months and get ready for Sea with the Utmost expedition–[2] And All commanders and officers of the Fleet now in this port, as well as all other persons in the Continental employ, are hereby desired to aid and assist you in geting your Ship immediately fitted and Manned. We are Sir [&c.]

Robt Morris, V. P.[3]

1. FDRL.
2. "Capt. Robinson then got command of the Brig *Andrea Doria* of 14 Guns & I went on board as his Lieut." Manuscript Autobiography of Joshua Barney, DARL.
3. The same orders this date were sent to Captain Lambert Wickes of the brig *Reprisal*. Marine Committee Letter Book, 25, NA.

Committee of Secret Correspondence of the Continental Congress to William Bingham, Martinique[1]

Sir Philada. Septr. 21st. 1776

Your several letters of the 4th. 15th & 26th August to this Committee have been duly received with the several enclosures and the whole have been laid before the Congress. We can therefore communicate that satisfaction which we dare say it must afford you to know that you have so far obtained the approbation of that august Body

It is not necessary that we shou'd enter into minute reply to the Contents of your letters, therefore we shall only Notice such parts as seem to require it

Capt Wickes's behaviour meets the approbation of his Country & Fortune seems to have had an Eye to his Merit when She Conducted his three Prizes safely in, You made a very proper use of his engagement, by your Question to the General and it is extreamly satisfactory that our Prizes may be carried into & Protected in the French Ports, but hitherto the Congress have not thought proper to entrust Blank Commissions beyond Seas, Neither can their Resolve for bringing Prizes into some of these States for Condemnation be dispensed with. These matters are now under Consideration of a Committee & shou'd any alteration take place you shall be informed of it. We are bound to return thanks to His Excellency the General for the information he authorized you to give us, as mentioned in your letter of the 4th. & particularly for his disposition to favour our Commerce in Port & Protect it at Sea and likewise for that Concern he expressed at not having it in his power to assist us with the Arms & Powder we requested You will therefore, signify to His Excellency that this Committee entertain the warmest sentiments of Esteem & respect for his person & Character, and of Gratitude for His Favourable attention to the Concerns of our much Injured Country, that we request the Continuance of His Friendship and hope during your residence at martinico there will be many opportunities of benifiting by His favourable disposition — particularly in Countenancing you in the purchase & Exportation of Arms, Ammunition & Cloathing —

We are not Surprized that admiral Youngs letter should have altered the Generals Sentiments respecting Convoys, but we esteem much his spirited Answer to the admiral which may probably be productive of some altercation. We like well your proposal for a Constant intercourse by Packets and the Sloop *Independence* Capt Jno Young is now Sent on that Service in which we hope she will be successful and Continue. more of the like kind shall follow and probably this may be found the best Method of supporting our intercourse with Europe and as these Vessells are properly Commissioned we cannot see any Impropriety in fitting out Tenders with Copys of their Commissions provided the Commanding officers of those Tenders are really officers belonging to the Vessell whose Commission they bear, but the Prizes must be sent to America for Condemnation (unless the Cargoes are perishable & in such Case if properly Certifyed we suppose it might be best to make Sale of them —

We thank you for Mr. [Richard] Prices Pamphlet[2] and wish you woud write to Mr Deane & Mr [Thomas] Morris to Contrive you a constant & ample supply of the English, Irish & French News Papers Political Publications &c. We send you by this opportunity The Journals of Congress as farr as Published & the News papers to this time.

We received the Arms & Powder by the *Reprisal* They came Seasonably & we wish there had been more of them. The Secret Committee will supply you with Funds for the payment for these & more Since the arrival of

Ld Howe & General Howe in the neighbour hood of New York with their Forces, they have been rather too strong for our People to Cope with and Consequently have succeeded in their Enterprizes which however have not been of that Importance that they will probably represent to the World, they have been ten tor twelve Weeks with a powerfull fleet & a Numerous Army well provided & appointed with every thing necessary and what have they done,

They have got possession of three small Islands on the Coast of America, these were hardly disputed with them & yet if every Acre of American Territory is to Cost them in the same proportion, the Conquest would ruin all Europe. Our Army are now Collected to a point, and are strongly entrenched on New York Island & at Kingsbridge so that in Fact Mr Howe is Hemmed in as he was at Boston, except that he has more Elbow Room & a powerful Fleet commanding an extensive Inland Navigation. Our Northern Army are strongly Posted at Tyconderoga & expect they will be able to keep Mr Burgoyne from Crossing the Lakes this Campaigne. We are worse off for Woolen Cloathing for our Army than any other matter and you must exert your utmost Industry to buy & send us every thing of that kind you can meet with in Martinico or any of the Neighbouring Islands. We have gone into this detail of our present situation, that you may have a just Idea of it & be able to make proper Representations to the General & Inhabitants of Martinico

We Recommended the French officers that came with Capt Wickes to Congress & the Board of War have provided for them to their satisfaction, on this Subject your remarks have been very proper. officers unacquainted with our Language cannot be useful therefore we do not wish to encourage such to come amongst us, at the same time Men of Merit & abilities will always meet with suitable encouragement. You must therefore pursue the line you set out in, give general discouragement to those that apply & recommend none but such as the General will pledge his word for and you may even intimate to him that if too many come over the Congress will not know what to do with them.

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1. Papers CC (Other Reports of Committees of Congress, 1776–88), 37, NA.
2. *Observations on the Nature of Civil Liberty, the Principles of Government, and the Justice and Policy of the War with America* (London, 1776).

COURT MARTIAL OF LIEUTENANT LUKE MATTHEWMAN, CONTINENTAL BRIG *Lexington*[1]

At The Court Martial Held on Board the Brigantine *Andw Doria* [Philadelphia] Septbr 21t. 1776 Were present –

Nicholas Biddle Esqr President
Capt Lambert Weeks [Wickes]
Capt John Berry [Barry]
Capt Charles Alexander
Capt Thoms Reed [Read]
Capt Esiah [Isaiah] Robinson

Capt Miles Pennington
Capt Samuel Shaw
Lieutt William Barn[e]s
Lieutt John Allen
Lieutt Benjamin Dunn
Lieutt. Elijah [Elisha] Warner
Lieutt. Isa[a]c Craigg

Before whome Capt William Hallic [Hallock] Charged Lieutenant Luke Mathriman [Matthewman]

1st of Disobeying of Ordres

2d of Insulting Capt Hallic at his Lodging on the Evening of the 19th of Septembr between 9 & 10 OClock

The Court having heard the Evidences on Both sides do Resolve –

1st That Mr Mathriman has been guilty of breach of Ordres

2d That he has been Guilty of a Breach of the 30th Article in insulting Capt Hallic –

3d That it is the Judgment of this Court, that Lieutt Mathriman for the above Offences: bee Order'd to ask Capt Hallics Pardon before said Court, and that he does not presume in future, to be guilty of the Like Offences, on pain of being Cashiered –

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1. Captain Nicholas Biddle Letters, 1771–1778, on deposit at HSP.

Minutes of the Pennsylvania Council of Safety[1]

In Council of Safety,

[Philadelphia] Septem'r 21st, 1776.

Order'd, That Capt. John Rice be directed to raise men for the Armed Boat call'd the *Convention,* with all expedition.

Resolved, That Capt. Wm. Brown be appointed Commander of the Floating Battery now Building by Mr. Arthur Donaldson.

Ordered, That Capt. Wm. Brown do raise men for the Floating Battery now building by Mr. Arthur Donaldson.

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1. *Pennsylvania Colonial Records,* X, 725.

Memorandum Book of the Pennsylvania Council of Safety[1]

[Philadelphia] September 21st, 1776 – Upon application of the Marine Committee for the Mooring Chains on board the Ship *Montgomery,* for the service of one of the Continental Frigates, an order was given for Mr. Feris to deliver them.

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1. *Pennsylvania Archives,* 2nd series, I, 489.

Advertisement for Deserters from the Pennsylvania Galley *Ranger*[1]

Deserted from the *Ranger,* armed vessel, the 13th of September, Thomas Ward, a seaman, born in Dublin, about twenty-two years of age, near five feet seven inches high, fair complexion, fresh coloured, little pitted with the smallpox, is pretty fat, and much given to drink and swearing. He had on when he went away, a red jacket, striped trousers, and a round hat, and was seen two days ago at Chester.

On the 17th inst. Andrew Hancock, country born, about five feet nine inches high, has a sickly look, and black curly hair. He had on when he went away, a thickset waistcoat without sleeves, striped shirt and oznabrug trousers. Whoever secures said deserters and puts them on board any of the armed gallies, or in jail, shall have Four Dollars reward for each.

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1. *Pennsylvania Evening Post,* September 21, 1776.

WOOLSEY & SALMON TO JOHN PRINGLE, PHILADELPHIA MERCHANT [1]

[Extract] Baltimore 21st September 1776

. . . Wm Woolsey is Come to town a few Days Since, has Taken one large Ship in partnership with a Road Island privateer. also on the 7th Inst he took Another Ship him Self but no Accot. yet of there Arrival he fears from the winds we have had that the last is gone to New England, the first was Ordered to Dartmouth the first Ship Was Called the *St James.* Capt Edwards the last Ship was Called the *Caroline,* Capt Denness so Keep a good Look out for them.[2] we talk of Sending her out again Soon it will not take much to fit her out . . .

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1. Woolsey & Salmon Letter Book, LC.
2. The Maryland privateer schooner *Harlequin,* six guns and twenty-one men, William Woolsey, commander, Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, VII, 14, NA. The *St. James* was taken in company with the Rhode Island privateer sloop *General Greene.* The *Caroline* arrived in Chincoteague, Virginia, was condemned and offered for sale through an advertisement dated Williamsburg, October 5, printed in the *Pennsylvania Gazette,* October 16, 1776.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Saturday, 21st September 1776.

Samuel Darrell, Master of the Schooner *Fanny* lately arrived in James River from Bermuda, laden with Salt, Coffee and Claret, appeared in Council and prayed permission to dispose of his Cargo, and trade for the same with the Inhabitants of this State. Resolved that he be permitted so to do to the amount of his Cargo.

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1. McIlwaine, ed., *Journals of the Virginia Council,* I, 170, 171.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Saturday 21st September 1776. –

Ordered that the keeper of the public Magazine deliver unto Capt Celey Saunders half Rheam of Cartridge Paper and thirty pounds of Lead or Ball for the use of the *Lewis* Galley. –

Ordered that the Keeper of the Public Store deliver unto Capt Celey Saunders four Lanthorns for the use of the *Lewis* Galley. – [2]

Ordered that the keeper of the Public Store deliver unto Capt George Muter a speaking Trumpett and that the said Muter take from the Capitol Landing ten double Leaded Chain eighteen pound Shot for the use of the *Hero* Galley –

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1. Navy Board Journal, 61, VSL.
2. *Ibid.*, the Navy Board ordered similar stores for the galley *Page* on this date.

JOURNAL OF THE SOUTH CAROLINA GENERAL ASSEMBLY [1]

[Charleston] Saturday the 21st Day of September. 1776

Message from the President by the Clerk of the Legislative Council.

Mr Speaker and Gentlemen,

On considering Captain Lamprieres Letter herewith sent and other Representations respecting the Ship *Prosper* it was thought expedient at the Time of the late Invasion to apply her Guns to the use of some of the Batteries and put her out of the way of Danger.

In my Opinion it will be most for the Public Advantage to sell her or employ her in Trade, but I think my self not authorized to do so you will therefore Judge in what manner it will be best to dispose of her

The appointing Commissioners to superintend the naval affairs of this State would I hope place them upon a better Footing than the present–I therefore recommend it as a matter worthy of your attention

John Rutledge
21 September. 1776

Read Captain Lamprieres Letter which accompanied the message dated the 28th May last–which Letter is preserved among the Papers of the present sessions

The House being informed That Captain Joseph Turpin Commander of the armed Brigantine *Comet* belonging to this State is absent and gone to Georgia without leave

Ordered That Captain Turpins Letter of the 16th Instant addressed to this House laid before them on the 17th Instant and then ordered to lie on the Table be now read

And the same being read accordingly is as followeth

Honourable Gentlemen

Having had the Honour to serve in your navy with some Reputation–think it my Duty to acquaint you before I quit that Service with my Reasons for so doing –

The Navy of England have ever been invincible from no other Cause than the great Encouragement they give their Officers and

People and the wise and honourable Footing they are set on.

All Prizes taken from their Enemies are divided into Eights in the following manner.

Three Eights to the Captain

One to the Lieutenants master and Officers of Marines, if a Captain

One to the warranted Officers

One to the Petty Officers

And Two to the men before the mast

One of these Two Eights George the Second gave to the Seamen in the year Forty, as an Encouragement

All Ships of War either King's Ships or Privateers taken from the Enemy or destroyed the King allows Ten Pounds for each man and Ten Pounds for each Gun the Enemy had on Board

Captains of the Navy serving under an Admiral gives up one of his Three Eights to that Officer no other Deductions are made whatever

As to Rank–all Post-Captains rank with Colonels of Horse or Foot in the Land Service Commanders who have not taken Post with Majors and the Lieutenants of the Fleet with Captains of the Army

To conclude–I humbly offer this Plan for your Perusal and on those Terms shall be ready and proud of the Honour to serve you And am Honourable Gentlemen [&c.]

Joseph Turpin

Charles Town South Carolina
16th September, 1776

Resolved That this House will on Monday next ballot for another Commander of the Brigantine *Comet*

upon motion

Resolved That the armed Ship *Prosper* belonging to this State be sold and that the monies to arise from such sale be deposited in the Public Treasury

Ordered That a Copy of the above Resolve be sent to the Legislative Council for their Concurrence

Ordered That the Honourable Mr Justice [John] Matthews and Mr [Arthur] Middleton do carry the Resolve to the Legislative Council

Ordered That a message be sent to the President requesting that His Excellency will be pleased to give directions for the sale of the ship *Prosper* her apparel and Furniture

Message to the President

May please your Excellency

This House having resolved That the armed ship *Prosper* belonging to this State with her apparel and Furniture be sold and the money arising by such Sale lodged in the Treasury request that your Excellency will be pleased to give Directions accordingly

Ordered That the message be ingrossed and that Mr Speaker do sign the same

Ordered That the Honourable Mr [John] Edwards and Mr [Philotheos] Chiffelle do wait on His Excellency with the said message

Ordered That Leave be given to bring in a Bill for appointing Commissioners to superintend and direct the Naval Affairs of this State And that the Honourable Mr Edwards Captain Roger Smith Mr [Thomas] Corbett Mr [John] Neufville and Mr [Thomas] Ward be a Committee to prepare and bring in the same

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1. A. S. Salley, Jr., ed., *Journal of the General Assembly of South Carolina September 17, 1776 –October 20, 1776* (Columbia, S.C., 1909), 33, 36, 37–38, 39. Hereafter cited as Salley, ed., *South Carolina General Assembly Journals.*

JOURNAL OF THE COUNCIL OF WEST FLORIDA[1]

At a Council held at Pensacola the 21st September 1776.

His Excellency laid before the Board the following Letter which he had received from Captain Thomas Davey of His Majesty's Sloop of War the *Diligence* wch being read is in these words

Sir

Diligence Pensacola Harbour
19th September 1776.

Lieut [Charles] Cobb having informed me that he has in Consequence of your Excellencys Application detained in this Harbour His Majesty's Armed Sloop *West-Florida* — I am to request your Excellency will do me the Honor to let me know if you and the Council still think it necessary to detain her here. If you do not, I propose to Order her into the Lakes agreeable to the Orders I have received from Vice Admiral Gayton. I have the honor to be &c

His Excy Governor Chester. Tho^s Davey

Upon which the Board were of Opinion that as the *Diligence* is Arrived it is not Necessary to detain the said Armed Sloop *West Florida* any longer — And that Capt Davey be requested to follow the Orders respecting her that he had received from Vice Admiral Gayton —

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1. PRO, Colonial Office, 5/634, Part II, 396, LC Photocopy.

PETITION OF CHARLES IRVING AND ALEXANDER BLAIR[1]

To Clark Gayton Esquire, Vice Admiral of the White & Commander in Chief of all His Majestys Ships & Vessels Employ'd and to be Employ'd at & about Jamaica and in the Gulf of Mexico from the River Mississippi to Cape Florida

The Humble Petition of Charles Irving and Alexr Blair both of the Town of Kingston in the said Island Officers in his Brittanic Majestys Service.

Sheweth/

That your Petitioners being the Owners & proprietors of a certain Sloop or Vessel call'd the *Morning Star* whereof David Millar late was Master did in or about the Month of April last past send the said Sloop or Vessel on a Voyage to the Mosquitto Shore, loaden with the following Commodities, Three thousand two hundred pounds weight of fine fowling Powder at Five Shillings p pound, of the value of Eight hundd pounds, Five large Copper Boilers for making Pot Ash of the value of One thousand pounds, Four Iron Potts for the same purpose weighing Three Tons of the value of Sixty pounds, Iron hardware in various Tools of husbandry to the value of two hundr'd and fifty pounds, Iron Potts small Anchors and small Lead Shot & Sheet Lead of the value of One hundred pounds, Twenty six Fuses & Musquets of the value of Fifty two pounds, a quantity of Osnaburghs & Cheeqs & Linen of the value of One hundred & fifty pounds, Eighty Guineas in Cash, and sundry Pieces of Plate, & wearing apparel of the value of Sixty pounds, which together with the said Sloop or Vessel which was then worth One thousand pounds amount together in the whole to the sum of Three thousand, seven Hundred & twenty two pounds Current Money of Jamaica

That on the Thirtieth day of the said Month of April the said Sloop *Morning Star* was lying at Anchor near the Bar of Black River on the Mosquitto Shore, and then and there boardd and taken by Two Guarda Costas belonging to his most Catholic Majesty the *Pacifico,* of Fourteen Guns commanded by Don Juan Castello, and the *Recur*[*so*] of Twelve Guns commanded by Antonio Yepe, and carried into Porto Bello, and from thence to Carthagena as in and by the Affidavit hereun[der] annex'd will more fully appear [2]

Your Petitioners therefore most humbly pray you to take their Case into consideration and to obtain Restitution to them of their said Sloop and Cargoe or the Value thereof

And your Petitioners shall ever pray &c

(Sign'd) Charles Irving

Personally appear'd before me Charles Irving one [of] the Petitioners above nam'd and being sworn upon the Holy Evangelists of Almighty God deposeth & saith that the several Allegations in the said Petition contain'd are true

(Signed) Charles Irving

Kingston Sworn before me September 21st 1776
(Signed) J. French Custos &c Kingston
[Endorsed] (A Copy) Clark Gayton

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1. PRO, Admiralty 1/240. Enclosed in Gayton to Stephens, October 8, 1776.
2. See Deposition of Frederick Sund, September 20. See also Volumes 4 and 5.

DISBURSEMENTS FOR THE PENNSYLVANIA LETTER OF MARQUE BRIGANTINE *VENUS* AT ST. EUSTATIUS[1]

The Owners of the Briganteen *Venus* for Disbursements
To Joseph Leland & Theo: Barrell Dr

1776			
Sepr 7.	To Cash paid for two Carriage Guns	55..–..–	
	ditto takeing up two Anchors & 1 Cable	22..–..–	
	ditto Canoe hire with a Cable and Anchor on Board	1..3..–	
	ditto Cleaning & repairing Arms	2..7..–	
	ditto Mr Hills Account repairing the Yawl	8..2..–	
	ditto Mr. Lewis's Account	11..7..3	
	ditto a piece of Hardwood for Carriage trucks	2..–..3	
	ditto Francis Savages Accot makeing ditto	6..–..–	
	ditto Herman Gosslings Account	6..6..–	
	ditto a Caulker caulking a Canoe	1..3..–	117..5..–
	ditto John Low Sailmakers Account	35..–..5	
	ditto Joseph Hoveys Account for a Canoe &c	46..7..–	
	ditto John Wedgs Account for Musquet Ball	23..3..3	
	ditto Reuben Reilys Accot for Water	9..–..–	
	ditto Thomas Wallaces Accot for Sail Cloth	79..7..–	
	ditto Joseph Lelands Account for Colours &c	48..–..–	
	ditto James Muckels Accot for Hand Cuffs &c	6..2..–	
	ditto Milner Burch & Haynes's Accot	338..3..5	
	ditto Theodore Barrells Account	74..6..4	
	ditto paid Capt. Raddon by Order the owners[2]	88..–..–	749..6..5
	ditto Advanced Capt Raddon to Ship Men &c	321..7..–	
	ditto Amount Messrs Teniers Accot. for a Launch lost by the People, Borrow'd to Weigh Anchors &c	55..–..–	
	ditto Powder, Match, & Anchorage, to Fort Orrange	27..5..–	
	Charges of Protest	9..6..–	
	ditto Connell & Richard Smiths Account	29..4..–	
	ditto to Capt Raddon 2d time	29..2..–	
	Milner Burch & Haynes's 2d Accot	13..6..4	486..6..4

Freight of Guns to & from St Martins &c	20..3..–
	Ps 1374..5..3
Commissions on 1374..5..3 a 5 PCent	68..5..5
Errors Excepted	Ps 1443..3..2

Joseph Leland Theo: Barrell

St Eustatius 21st Sepr 1776

Copy

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1. Stephen Collins Accounts, vol. 13 (January 1 – December 31, 1776), LC.
2. The Brigantine *Venus* had been commissioned at Philadelphia, July 13, 1776. She carried six guns and had a crew of twenty-five. Her owners were Daniel Roberdeau and Thomas Pryor.

GOVERNOR CRAISTER GREATHEAD TO VICE ADMIRAL JAMES YOUNG [1]

(Copy) St Christophers 21st September 1776.

Sir I have received your Letter of the 19th Instant and am extremely sorry to acquaint you, that the Accounts you have had of the dreadfull Disasters which have happened in this Island are too true, for on the 5th Instant about one or two in the Morning a Fire broke out in the Town of Basseterre and from the fury and continuance of its Progress consumed all the Storehouses except one or two, and most valuable Buildings therewith the Provisions and Lumber contained in them and their adjoining yards, being nearly the whole that were for Sale in this Island, and in the Night of the next Day great Mischief was done by Inundations from excessive Rain and a Storm of Wind that blew at the same Time has injured the Canes and Ground Provisions tho' no Buildings were thrown down.

These Calamities which gave great Occasion to apprehend a Famine, induced me to grant my Licence dated the 9th Instant, for two Vessels named therein, to bring Provisions and Lumber from St Eustatius, but limitted the Continuance of such Licence to fourteen Days from the Date. I heartily wish the immediate Wants of the Inhabitants may be supplied by this Means.

Your Attention to them under their great Distresses merits their gratefull Acknowledgements, and should they point out to me any Method whereby you may be serviceable I will most readily communicate the same to you.

The Apprehensions of many that an Insurrection was intended from some Fires happening in two or three Estates at the Time the Town was in Flames, occasioned me to write to you the same Day by a hired Vessel to desire, if his Majesty's Service wou'd admit it, you woul'd be so good to Order one of His Majesty's Vessels, to repair with all convenient Dispatch to our Assistance, but as we have heard Nothing of the hired Vessel since I must suppose she was lost in the Storm on her passage to Antigua. I have the honour to be Sir [&c.]

Craister Greatheed

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1. PRO, Admiralty 1/309. Greathead was governor of St. Christopher.

St. Eustatius Merchants' Account with the Pennnsylvania Letter of Marque Brigantine Venus [1]

Dr The Owners of the Briga *Venus* in a/c Currt with Joseph Leland and Theo Barrell Cr

1776			1776		
Sepr 21	To Amount of Invoice of goods on Board the Briga *Venus* herewith [2]	4559..2..3	Sepr 21	By Neat Proceeds of a Cargoe of flour and Bread rece'd by the Brige *Venus* P Sales herewith [3]	6002..2..4
	To amount of Disbursements on the Briga *Venus* herewith (P Acct)	1443..3..2		Ballance due Joseph Leland & T. Barrell	3..1
	Ps	6002..5..5		Ps	6002..5..5

St Eustatius 21st Septemr 1776
Errors Excepted
Joseph Leland Theo. Barrell

Copy

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1. Mss. Papers & Letters re Wars in America, 1759–1782, LC.
2. *Ibid.*:

   Invoice of Forty Six Hogsheads Rum, Four Hundred and Seventy three Bushells Salt and Sundry Packages of dry Goods, Shipped by Joseph Leland and Theo Barrell on Board the Briganteen *Venus,* William Raddon Master for Philadelphia on Account & Risque of the Owners of said Briga.
3. *Ibid.*:

   Sales of four hundred and Sixty Nine Barrels Superfine and thirty Barrels Common flour. Eighty Nine Barrels Ship Bread. Eighty Kegs Water Biskit, and forty seven shook Rum Hogsheads, Received by the Briga *Venus.* William Raddon Master from Philadelphia, on Account of the Owners of said Briga.

22 Sept. (Sunday)

JOURNAL OF H.M.S. *Liverpool,* CAPTAIN HENRY BELLEW[1]

Septr 1776 Cape Codd No 86Wt 34 Lgs

Saturday 21 at 5 AM gave chace to two sail at 6 came up with a Ship which the Rebels had taken, took the Rebels onbd sent a petty Officer & 8 Men to take charge of her,[2] made sail after a Brig Prize in Co

First part fresh Breezes and cloudy, middle strong Gales, latter fresh breezes and fair, fir'd several shot and brot too the Chace, found she was a Brig taken by the Rebels, took the Rebels on bd & sent an Officer to take charge of her, at 3 made sail, at 4 shortned & reefed all the sails,

Sunday 22 at 5 AM fir'd a gun for the Prizes, at 7 Do ½ past 9 Do – made more sail, gave chace to a Brig, Prizes in Co

First part fresh Breezes and fair. middle light Breezes with Rain, latter light airs and hazey, brot too, sent a Boat onbd the Chace, found she had been taken by the Rebels; took the Rebels onboard, and sent an Officer to take charge of her Sent a Cask of Beef onboard the Ship, hoisted the Boat in & made sail.[3]

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[1] PRO, Admiralty 51/548.

[2] The ship *Hester,* David Crombie, master. Vice Admiralty Register, vol. 5, N. S. Arch.

[3] The brigs retaken on September 21 and September 22 are not further identified.

COMMODORE ESEK HOPKINS TO GOVERNOR JONATHAN TRUMBULL, LEBANON[1]

Sir Providence Septembr 22nd 1776

When I left you, I went to New London and see your Ship and came from there here, and I am of Opinion that the two Frigates here will be ready for the Sea by the time your Ship will be ready, if it is possible to Mann them –[2] If I receive no Orders to the Contrary from the Marine Committee by my Brother,[3] who I expect every hour Shall be ready to follow any Orders or Advice you may think best to give me respecting their Operation – I am with great Respect Sir [&c.]

E. H.

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[1] Hopkins Letter Book, RIHS.

[2] The ship at New London was the *Oliver Cromwell,* and the two Continental frigates at Providence were the *Providence* and *Warren.*

[3] Stephen Hopkins.

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE[1]

Gentlemen Providence Septr 22nd 1776.

Since my last I have been to See Governor Trumbull on the business of his Letter to me, a Copy of which you have Inclosed – from there I went to

New London which place I left the 19th instant – Captn Hacker is there with the *Hampden*, he has Graved her and she will be Ready for Sea in a few days but not full mann'd – have Order'd her round to Newport there to join the *Alfred* who I expect will be Clean'd and ready for the Sea in a Week – The two Frigates here will be ready for Sea in a week or 10 days, but it will be very difficult to mann any of them without you will make the Chance of Prize Money as good as they get in the Privateers, which is one half and large Sums advanc'd to the People before they go to Sea –

I expect Governor Hopkins every day, hope he will bring with him the Commissions for the Officers of the New Ships – The *Alfred* and *Hampden* Shall send as soon as possible on the Station you Order'd, and if Governor Hopkins brings no other Orders for the New Frigates I think it will be the best Use they can be put too to attempt to clear the Sound with them as Governor Trumbull advises — as that if effected will give great ease to Supplying our Army near New York –

Since I wrote you there has arrived here seven or eight valuable Prizes Sent in by the Privateers out of this place — and a Brig Captn Biddle's Prize was taken by the *Cerberus*, a few days ago the people got onshore in their Boat, and are Sett out for Philadelphia – [2] There is a Report that a Prize Brig taken by the *Columbus* was Spoke with a few days ago –

Inclosed you have a List of the Privateers out of this Place, them that are call'd Letters of Marque expected to get mann'd in the French Islands – You likewise have a List of the Prizes brought in here – I am with great Respect Gentlemn [&c.]

E. H.

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1. Hopkins Letter Book, RIHS.
2. Prize brig *Peggy*, Philip Brown, prize master, ran close in to Block Island where the prize crew made its escape on September 11. Clark, *Captain Dauntless*, 147–48.

Governor Jonathan Trumbull to William Williams [1]

[Extract] Lebanon 22nd Septr 1776

. . . The People with their Effects Stock &c are comg fast from Long Island, few Troops are sent from hence to the Island. I have Letters from the Northward just received — the Army in that Quarter appears to be in good Circumstances growg more healthy and Effective — The Fleet is very respectable, gone down the Lake and will soon be joined with 2 or three Row Gallies, carrying down General Waterbury, who is second in Command upon the Lake –

1. Trumbull Papers, YUL.

Journal of Ambrose Serle[1]

[On board H.M.S. *Eagle*] Sunday, 22d. September. Through some unaccountable Conduct, the *Renown* of 50 Guns, wch was to have led the Attack upon Powley's Hook, was prevented in her Operations, for which Reason the Expedition was deferred to another Day.

1. Tatum, ed., *Serle's Journal*, 112.

DIARY OF LIEUTENANT JABEZ FITCH[1]

[On board the Prison Snow *Mentor*] Sund: the 22nd [September] This is the 4th: Sund: of our Imprisonment. In the Morning the Seamen turn'd out at 4 oCock to bend the Sails, & make the other Preparation for geting under way, they were very Industrious most of the Morning, in making those preperations.

At about 8 oClock we had a Comfortable Breakfast of warm Chocolet, which was very agreable, in our present Cituation.

About Noon all the Ships, who had Prisoners on board with the *Experiment* and the *Resolution,* Men of War, got under way, in Order to go up toward the City, the Wind being unfair, the Ships were Obliged to beat up, & at 4 oClock came too of[f] between Red hook & Gibbit Island,[2] in midst of a very great Number of Ships, among whome is the *Eagle,* the Admyral, or Lord Howes Ship, which lay Just ahead of us, & the *Rainbow* (another large Man of War) [3] is near us on the other hand, & besides those, a number of Frigates, & other Ships of War; Here at Night we again turned in, & I Rested on my narrow plank again as well as Usual.

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[1] Sabine, ed., *Fitch's Diary,* 48, 49.

[2] Ellis Island.

[3] Fitch was mistaken. *Rainbow* was at Halifax.

JOURNAL OF BENJAMIN BOARDMAN[1]

[Paulus Hook, September] 22d.

As no reinforcement could be sent us, we received orders this morning to remove our artillery, stores and baggage, and hold ourselves in readiness to retreat, and before night most of them were removed.

About 9 A.M. we saw the enemy troops embarking in flat bottom'd boats, about two miles above us, who appeared in large numbers on the shore, after their boats, (about 30) were full. Four ships at the same time came to sail below, and stood up towards us, but they soon came to anchor again, and the boats which had pushed off, returned back. Had they come at this time, we must either have retired and left them large quantities of artillery stores, or fought their army and navy at the same time, with our small detachment, and that under every disadvantage; but they saw fit to retire to get more strength, as appeared afterwards, tho' they could not be ignorant of our weakness, as our men were paraded every day in full view of them.

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[1] *Connecticut Gazette,* October 18, 1776.

CAESAR RODNEY TO THOMAS RODNEY[1]

[Extract] Philada Sepr 22d 1776

I am glad you are Sending the Sloop up to Sell, and hope you'l not delay doing it least some of the men of War now at New York Should be thought no longer necessary there, and be sent to our Capes, A Circumstance of this Sort would inevitably knock up the Sale of all kinds of Veshells, for it is the Trade they are now pushing that keeps up the demand for them, and the men of War Comeing to the Cape would put an Emd [*sic* end] to that Trade . . . I should have no objection to Your Sending the Schooner also — But am Doubtfull Shee is too Flat and therefore would not answer the purpose of foreign trade and of Course not sell well — If the Sloop is not Come away before you Get this Letter, would advise you to get John Bell to Come in her. He has been dealing in that way and would be of Great [use] to me in Selling her here — But if Shee is Come away and You Should Conclude to Send the Schooner pray Get him to Come in her — I had some Convention [*sic* conversation] with Bell while in Town, and he promised to Call on You Concerning the Sale of them . . .

[1] Ryden, ed., *Letters to and from Caesar Rodney,* 125.

THOMAS RODNEY TO CAESAR RODNEY[1]

[Extract] Dover Septr 22d 1776 –

N.B. I expect the sloop from Egg-Harbour every day & shall send her up immediately — I wrote in my last to sell the schooner too if you choose & can git a good price — Brown has no Objection; & he has not pd any thing towards her yet — If it will be any advantage you may purchase his part before you sell

[1] Ryden, ed., *Letters to and from Caesar Rodney,* 126, 127.

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23 Sept.

CAPTAIN CHARLES DOUGLAS, R.N., TO CAPTAIN PHILEMON POWNOLL, R.N.[1]

Dear Sir

Having received yours of the 19th I have the pleasure of assuring you that the *Inflexible,* the prowess of which will give us the dominion of Lake Champlain beyond a doubt; will be ready to sail with the Expedition: the dispatch which is making with her is really amazing! Some dozens of Carpenters work at her as Carpenters. The Gondolo cuts a very good appearance and is to carry Six Nines and (in the Bow) an Army 24 pounder — The Radeau would be more formidable did she carry her Six Battering 24 pounders below a little higher — I find by Mr [James Richard] Dacres that in the event of absolute necessity obliging you to winter in Canada you'd prefer one of the Three Rivers for the *Blonde* but from the Report of Captain [Joseph] Nunn's Survey there of which I send you I fear there will not be water sufficient for her — Tho' to prevent mistakes at all events I send you the *St Peter* Brig and *Chabotes* Sloop I cannot procure a state of the Provisions for the Army from Sorel to this place however it must do good to send up more be that as it may Hoping to call upon you some Eight or Ten days hence I ever remain with the most sincere esteem and perfect confidence Dear Sir [&c.]

Chs Douglas

St Johns Septr the 23d 1776

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[1] Sir Henry Clinton Papers, CL.

William Whipple to Josiah Bartlett[1]

[Extract] Portsmouth, 23 Sept., 1776

A transport was sent in here yesterday, by a small Privateer, belonging to Newbury. She was bound to St. Vincent, in the West Indies, with seven others, for Soldiers. She has on board 20 Chaldron coals & 6 months Provision for 100 men.[2] . . .

I this moment hear that a Vessel is off this Harbour, bound to Newbury, 29 days from Martinique. She sail'd from thence in company with the *Reprisal*.

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[1] *The Historical Magazine*, VI, 74.

[2] She was taken by the Massachusetts privateer schooner *Washington*. See next entry.

Boston Gazette, Monday, September 23, 1776

Watertown, September 23.

Yesterday Se'nnight arrived at Newbury Port the Brig. *Georgia Diana*, Peter Rigan Master, bound from Grenada to London, taken by the *Washington* Privateer, Nathaniel Odiorne, having on board 250 hogsheads rum and sugar, and about 20 chaldron of coal, &c. &c.

Monday last return'd Captain Samson [Sampson], after a short cruize, in which he has taken 5 Prizes, three or 4 of which are arriv'd safe into Port.

On Monday evening last, was sent into Cape Ann, by Capt. [William] Coas of the *Warren* privateer, a brig of about 120 tons, mounting 8 carriage guns and 10 swivels; she was from the Coast of Guinea, but last from Tobago, with some Elephant's teeth and gold dust.[1] When she left Capt. Coas, he was in chase of a ship.

The ship which the *Warren* sent in last Saturday, was from Tobago bound to London, called the *Picary*, Capt. Breckholt Cleveland commander, having on board 325 hogsheads of sugar, 50 hogsheads of rum, 161 bales of cotton, 118 pipes, 29 hogsheads and 10 quarter-casks of Madeira wine and some indigo.

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[1] Brigantine *Swallow*, Benjamin Griffith, master.

JAMES BOWDOIN TO JOHN HANCOCK[1]

Sir Boston, Septr. 23. 1776

I have the honour to transmit to Congress the enclosed Resolve of the General Court passed the 18th. Instant, relative to the fitting for the Sea, the Continental Frigate *Hancock* of 32 Guns, now at Newbury Port. If this Frigate with the other at the same Port could be expeditiously fitted out, it is very probable several of the Enemy's Cruizers, which have much infested our Coast, would be soon brought in, and made a valuable addition to the naval strength of the united States.

You will please to lay the said Resolve before the hon'ble Congress, whose Speedy determination, corresponding with the Resolve, may be attended with many happy Consequences. In the mean time every aid in our power will be given to the Continental Agent, for getting the said Frigates in readiness with the utmost Expedition. — In the name of the Council of the State of Massachusetts Bay I am with great Respect [&c.]

James Bowdoin

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[1] Papers CC (Massachusetts State Papers, 1775–87), 65, I, 113–14, NA. Bowdoin was president of the Massachusetts Council.

JOHN BRADFORD TO ROBERT MORRIS[1]

Dear sir — Boston the 23 Sepr 1776

I took my leave of Mr Merkle[2] Saterday Morning, at Beverly only waiting for a fair wind, it proved favourable Yesterday, I make no doubt they Sail'd, I think their prospect of getting Clear is fair, as I have hired a pilot to carry them so farr as the Bay of fundy if need be. the Capt.[3] has his particular instructions relative to Mr Andrew Lemoines Letter,[4] The *Dispatch*'s Accounts I shall forward by next weeks post

I have been in pursuit of a Suitable vessell for your purpose, have agreed for her Conditionally, but have not yet been able to procure the Salt, none being to be purchased in this Government, excepting a Cargo belonging to Capt [Richard] Derby which has been in the marine Court and its fate will be known to day, whither its condemned or not, I shall procure a quantity if it's to be done within the Price limitted, I have made inquirery both at Salem and here in regard to insurance to virginia, and find they wont at present take the Risque at any rate

I shall write you at large by next mondays post In the Interim I am with due respect yours &c.

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[1] John Bradford Letter Book, LC.

[2] Johann Philip Merkle, a Dutch adventurer whom John Jay introduced to Congress, and who was engaged to import goods for the Secret Committee.

[3] Stephen Cleveland of the brig *Dispatch*.

[4] Andrew Limozen, American agent at Le Havre, France.

JAMES WARREN TO BRIGADIER GENERAL JOSEPH OTIS[1]

Sir Plymo 23 Septem: 1776

In Pursuance of Orders Receivd from the Major part of the Honble Council, You are hereby Requird In Conjunction with Brigadier [Joseph] Cushing[2] to Cause the Men drafted from your Several Brigades In Consequence of the Resolves of the General Assembly of this State of the 12th And 13 Instant, Or As Many of them As Are Necessary to take Charge of 60 Whale Boats to be Provided By a Committe of the Genrl Assembly aforesd to march to Falmouth Or Buzzards Bay In the County of Barnstable Or Dartmouth In the County of Bristol Or to all said Places According As said Boats May Be Provided with their Arms And Baggage And In said Boats with All Possible Dispatch to proceed to Rhode Island And them to Deliver to the Honble Nicholas Cooke Esqr Governor of sd State thereof fail Not And make Return of your Doings to Me as Soon as May Be. I am [&c.]

J Warren –

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[1] Special Ms. Collection, CUL.

[2] Otis and Cushing were Massachusetts militia officers.

WILLIAM SEVER TO JAMES BOWDOIN[1]

Sr Kingston 23d Septem 1776

Capt. Samson waits upon the Council to make report, & receive further orders.

As some small repairs are wanting on the Brigantine he commands –[2] and if the Honble Council should order him out Again, some provisions &c will be necessary I imagine it will be thought needful, that some person should be appointed for these purposes, as I do not know that any provision has been made in these respects

Capt Samson thinks that it might have been advantageous to the State, as well as to the Ships crew if he had not been so restricted by his orders in his last cruise – I presume your Honors will give him such Instructions as shall be thought most conducive to the good of the State – I am Sr [&c.]

W Sever

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[1] Mass. Arch., vol. 165, 284.

[2] The Massachusetts state brigantine *Independence*.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND[1]

[Providence] Sepr 23. 1776

Me[e]ting Convened. Present the Honble Stephen Hopkins and several of the Comtee.

Voted That The Ships be Equipped with all Expedition and Fitted for the Sea by the 10th of October at furthest, for the Effecting of which it is

Voted that Daniel Tillinghast Esqr be sole director of the Business that the officers apply to him for all necessaries they may stand in need of and all the Members belonging to the Comttee present (being nine in Number) to engage to supply or procure the Articles wanted according to the Memorandams that shall be given out to them by Col' Tillinghast from time to Time.

[1] Journal R. I. Frigates, RIHS.

ASSIGNMENT OF ONE-SIXTEENTH OF A PRIZE SHARE IN THE RHODE ISLAND PRIVATEER SLOOP *Yankee Ranger* [1]

North Providence September, 23th [*sic*] 1776

This Witnesseth that I Joseph Bagley of North Providence in the County of Providence for and in Consideration of Two Pounds Five Shillings to me in hand well and Truly Paid by George Jenks of North Providence in the County aforesaid have Sold unto him the Said George Jenks one Sixteenth part of one Share of all Prizes which Shall bee Taken by the Sloop *Yankey Ranger* Samuel Trip Master Now bound on a Cruise agnst the Enemies of the united Colonies in wittness whareof I have here unto Set my hand in the Second year of the American Congress the Date above

Witnesses present Joseph Bagley
Jona Jenks Junr
Stephen Jenks Junr

[1] Miscellaneous Collection, RIHS.

GOVERNOR NICHOLAS COOKE TO GEORGE WASHINGTON[1]

Sir Bristol Septemr 23d 1776

Having seen in the publick Papers that your Excelly and the British Admiral have agreed upon an Exchange of Prisoners in the naval Department I beg Leave to apply to you in Behalf of a Mate of a Vessel, and Four Seamen, all belonging to Warwick in this State, some of whom are connected with very reputable Families. They were all taken in the Merchant's Service, and are Prisoners on board One of the Ships of War now in the Sound. – We have a Mate of a Merchant Ship, and Four Seamen who were taken in a Transport with Part of One of the Highland Regiments, to give for them. I request your Excellency's Directions as soon as may be whether we shall send the Prisoners directly to you or how I shall proceed to procure the Exchange, which will very much oblige many worthy People here I am with great Esteem and Respect [&c.]

[1] Letters from the Governor, 1768–1777, vol. 2, R. I. Arch.

Newport Mercury, MONDAY, SEPTEMBER 23, 1776

Newport, September 23.

Last Monday a ship and a brig taken by the *Montgomery,* went up the east passage;[1] on Wednesday a large ship taken by the *General Greene* and a Baltimore schooner,[2] and a brig taken by the *Revenge,*[3] got safe into a neighbouring port; on Friday another ship, taken by Capt. [James] Munro, went up the bay;[4] and the same night another brig, taken by the *Revenge,* passed the east passage. All the above are valuable prizes;

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[1] The prizes of the Rhode Island privateer sloop *Montgomery* were the ship *Betsey,* 210 tons, James Ramsey, master, and the brigantine *Tryton,* 140 tons, Thomas Martindale, master.

[2] The brig *St. James,* taken by the Rhode Island privateer sloop *General Greene,* John Garzia, commander, and the Maryland privateer schooner *Harlequin,* William Woolsey, commander. See *Providence Gazette,* September 21, 1776.

[3] The Brigantine *Ann,* 120 tons, Diederick Wise, master, was taken by the Rhode Island privateer sloop *Revenge,* Samuel Dunn, commander.

[4] Ship *Blaze Castle,* taken by the Rhode Island sloop *Sally.*

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONTINENTAL BRIG *Hampden*[1]

The Continental Brig *Hampton* Hoysted Hacker Commander Dr

1776	To Cash as p Rect	60..0..0	
Sepr	To Sundry Slops as p Rect	47.13..6	107.13..6
	To Spy Glass	2..0..0	
	To Tea kettle 8/ 2 Brushes 4/	0.12..0	
	To 137 feet Oars	1.14..3	
	To Rheem Writing paper	0.15..0	
	To Lanthorn 3/, Speking Trumpet 5/	0..8..0	
	To 2 Canvas Chairs 2/6	0..5..0	5.14..3
	To 327 lb Cordage /10	13.12..6	
	To 1 Cable wt 7..0..22 lb 50/,	17.19..4	
	To 3 pr Blocks Straps Hooks & Thimbles	7..6	
	To 5 lb Cooper Nails 1/6	7..6	
	To 45½ lb 20d do @ 1/2, 13½ lb 6d do 1/6	3.13..4	36..0..2
	To 93½ lb Tallow @ /8	3..2..4	
	To Use fall Blocks Stage Kettles &c	1.14..0	
	To Stewards Bill Warfage	1.10..0	
	To pd Carpenters & Labourers	8.16..6	
	To pd Jas Harris 1 Days work	0..4..0	
	To pr Timber Chocks for the Boat	0..7..6	
	To 394 feet pine boards 1d	1.12.10	
	To pd Daniel Colver the Joiner	1.16..0	
	To pd N Hempsteds Bill for 43 lb Bolt Rope @ /10d	1.15.10	20.19..0
	To James Tilleys Bill	29.14..9	
	To Joshua Starrs Bill	2.16..8	
	To George Colefax's do	3..3..8	
	To 80 yd Oznabrigs 2/6	10..0..0	
	To 54 yd Duck 3/6	9..9..0	
	To Black Smiths Bill	6..4..6	
	To Clark Elliotts Bill	0.11.10	

To John Wards ditto	0.18.10	
To 10 Iron Bound Water Cask	7.10..0	
To pd Smith for onions & potatoes	1..2..2	
To 328 bunches onions @ 2½	3..8..4	
To 30 bus potatoes @ 2/,	3..0..0	77: 19..9
Carried over		£ 248..6..8

1776	The Brig *Hampden*			Dr
Sepr	To Sum brot over			248..6..8
	To pd Jona Douglass Bill Storage			2..0..0
	To 2 Nine pound Cannon for Ballace 37.2.10 lb @ £ 8 p ton		15..0..10	
	To Cartage of ditto		0..1..6	
	To 54 four pound Shott 1..3..20		2..8..3	
	To 382 Swivel ditto		3..3..8	
	To 1 pr Carriages for Fore pounders		4.10..0	25..4..3
	To 8 lb powder @ 5/4	2..2..8		
	To 2 lb Brimston /8	0..1..4		
	To 3 lb Salt Petre 5/	0.15..–		
	To 1 Qt Spirits turpentine	3..6		
	To 4 Qr Cartrage paper	16..0		3.18..6
	To pd John Potter 4 days Work			16..0
	To pd Wm Brooks the Butchers Bill			11.12..3¾
	To pd Danll Latham piloting the Brig to Newport			3..0..0
	To 36 lb Tallow from Ship *Oliver Cromwell*			0.18..0
	To pd Nathan Baleys Bill			6.11..7
	To pd Henry Bates for frt Riging from New Haven			0..6..–
				302.13..3¾
	Commissions 5 PCt			15..2..7¼
				317.15.11
	By 2 bar powder 300 lb			

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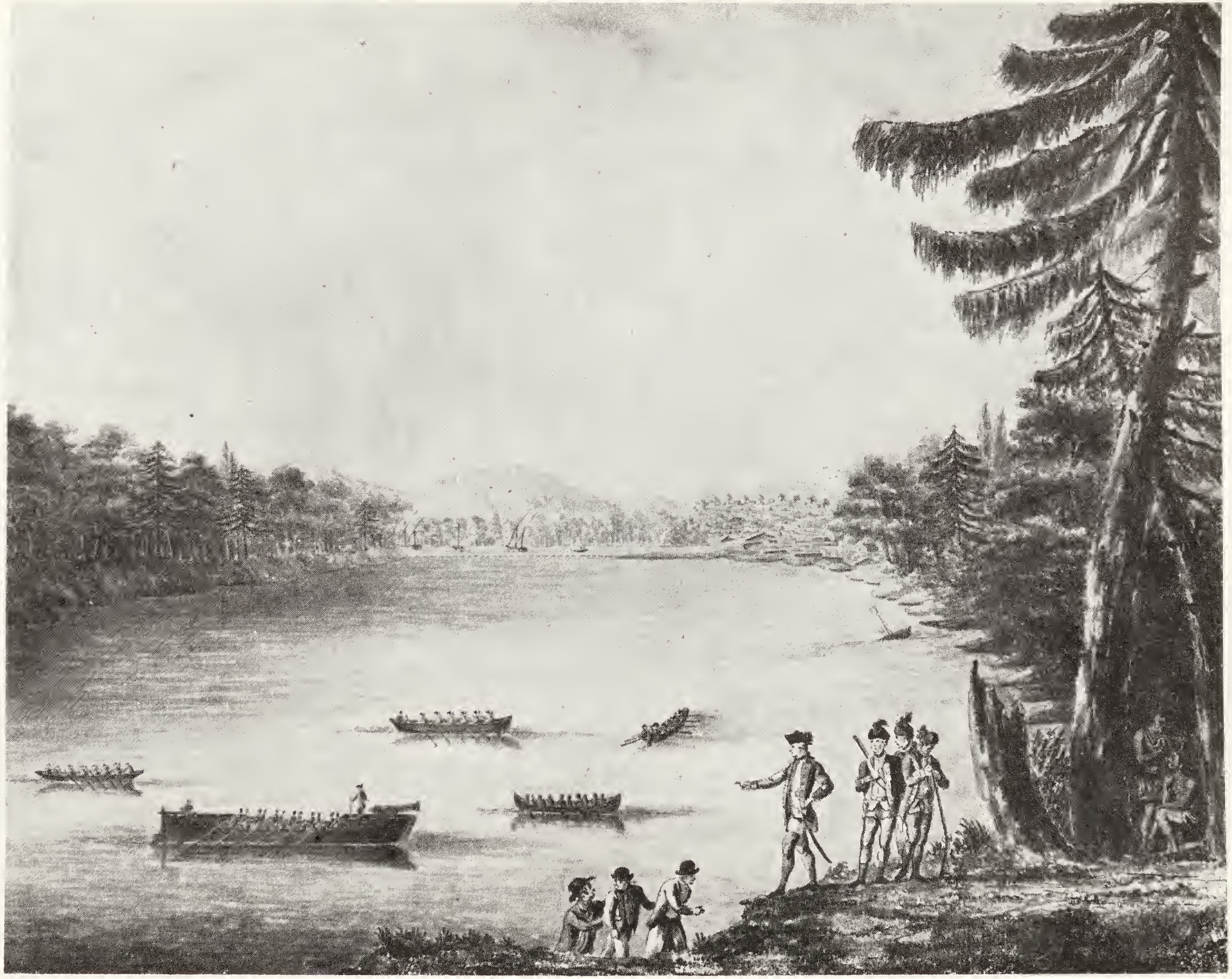
[1] Shaw Collection, Book 39, 17, 18, YUL. A rough draft of this account is in Ledger 9, *ibid.* The rough draft supplies dates for entries, running from September 9 to September 23, 1776.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT STATE BRIG *Defence*[1]

1776		To Brig *Defence*		Dr
May	30	To Cash p Rect	100..4..	
July	17	To Cash	£ 50..–..–	
	18	To ditto	30..–..–	
	26	To ditto	21..–..–	
Augt	4	To ditto	21..–..–	
	8	To ditto	22.19..6	
	11	To ditto	50..0..–	

1776		The Brig *Defence*		Dr
	14	To ditto	100..–..–	
	21	To ditto	100.0..6	
	22	To ditto	100..–..–	
	24	To ditto	30	
			625..4..0	625..4..0
		By his order on Govr & Council for	625..4..–	
	17	To 2 bottles Claret 1 do 1 do	0.16..0	
Augt	8	To 3 bottles do 12/, 3 ditto 12/	1..4..0	2..0..0
	22	To 2 Cases Claret @ 90/		9..0..0
July	23	To 54 Gal Rum	437 Gal @ 5/	109..5..0
Augt	2	To 52 Gal ditto		
		To 6 Gal Brandy		
		To 56 Gal Rum		
	20	To 57 Gal ditto		
	21	To 166 Gal ditto		
	22	To 46 Gal ditto		
		To 114 Gal Jamico ditto	@ 6/4	36..2..0
		To 8 Iron Bound Qr Cask	a 15/	6..0..0
Augt	3	To 1 Keg Brandy		3..0..0
	22	To 2 ditto	60/	6..0..0
July	23	To 1 bar Sugar 3..0..20	5..2..20 a 60/	17..2..0
Augt	22	To 1 bar ditto 2..2..0		
July	23	To 51¼ Gal Melasses	41 3/4 Gal @ 3/,	6..5..3
		To 6 Gal ditto		
Augt	22	To 30½ Gal ditto –		
		To 20 bunches Onions	a /4	0..6..8
		To 2 Firkens Butter 174 lb @ 10d		7..5..0
		To pd [Seth] Hardings order to Moses Peirce for a firken butter	3.13..0	3.13..0
		To 56 lb Coffee		2.16..0
		To pd Archa Robeson for Candles	1.16..3	1.16..3
				£ 844..2..8
		To the Sum Brot over		£ 844..2..8
July	23	To 1 bar Tallow 215 lb		
	29	To 1 bar ditto 222	437 lb @ 8d	14.11..4
July	23	To 4¾ Gal Oile	19½ Gal @ 7/6	7..6..3
	24	To 2¾ Gal do		
Augt	20	To 6 G do 6 G do		

July 29	To 1 bar Tarr	1..4..0		
	To 1 bar Pitch	1.10..0		
	To 1 bar Turpentine	1.10..0		4..4..0
	To 53 lb Old Junk		a /6	1..6..6
Augt 8	To 208 feet pine plank		a /2	1.14..8
	To 30 lb Nails @ 1/			1.10..0
	To 10 lb 4d ditto @ 1/4			0.13..4
	To pd Jona Brooks for Nails	6..6		
	To pd ditto for Varnish	18..0		
	To pd Guy Richards for Nails	17..6		
	To pd ditto for Nails & Locks	1.0..8		
	To pd ditto for Locks	3..6		
	To pd Owen for Lamp black	8..0		
	To pd Deneman for Locks	4..6		
	To pd Silas Church for Hinges	2..2		
	To pd Davd Gardner for do.	2..8		
	To pd Wm Stewart for 6 lb twine	18..0		
	To pd Jona Baleys Bill the Joiner	1.10..0		6.11..6
	To pd Thos Hutchinsons Bill for paint &c			0.12..0
	To pd Thos Mumfords Bill for boards &c			10..0..0
	To 2 bottles Oile for the Armorer @ 3/6			0..7..0
	To Eb Goddards Bill Carpenter			44..4..3
	To Samel Latimers Bill Smith			48.19..4
	To Alex Merrels Bill Block maker			11.14..5
	To ditto after Bill			1..5..8
	To pd Robt Ushers Bill for Doctering			2.15..–
	To pd Mrs. Skiner boarding Jas Wailing			0.10..–
	To pd Ros Saltonstall Bill for plank			3..5..–
	To 4 bar Lampblack from Owen			0..8..0
	To 6 bar ditto from ditto			0.12..0
	To pd David Gardiner's Bill for Nails &c			1..4.10
	To James Tilleys Bill			8.14..4
	To 10 bus Corn		a 3/0	1.18..0
	To 14 barrels Beef		a 50/	35..0..0
	To 25 bar Pork		a 80/	100..0..0
	p Bill from Squier frt of do –			
	To 5 Cask Bread from C £ 5..1..21		a 20/	5..8..9
	To do from Capt Kenedy 17. 3..17		a 20/	17.18..0
	To pd Jas Peneman for Loaf Sugar & Chocolat			8..4..4½
	To 30 Double headed 4 lb Shott			3..0..0
	To 2 barrels Powder Contg 220		a 5/4	58.13..4
	To Iron Cabbuse from the *Jno & Eliza* Prize			12..0..0
	To ½ bus Lime			0..2..0
	To pd Sam Cheeny the Mason			
	To pd Jona Douglass Bill			4..9..–
				1016.12..1



View of Ticonderoga.

The Brig *Defence*		£ Brot Over	1016.12..1
		To 17 Iron Bound Cask for Water a 15/	12.15..0
		To 1 Cable 75 fathom 14..0..7 lb @ 110/	77..7..0
		To 1 Spy Glass	3..0..0
		To 4 Cord Wood a 12/	2..8..0
		To paid William Brooks the Butchers Bill	42..3.11
Sept	11	To Cash pa Cornelias Dunham a Wounded Seaman on accot his board as p Rect	2..0..0
		To pd Jona Starr Junr Bill	1.12..–
	15	To Cash advanced Thos Greystock a Sick man Left at N[ew] L[ondon] –	0.18..–
	23	To pd Cornealias Dunham a wounded Seaman on Accot his board as pr Rect	2..5..–
		To Cash advanced Thos Greystock	0.12..–
		To pd Doc Coits Bill for ditto	
		To pd Charles Walker Bill	26.18..–
		To pd Nicholas Starr	1.11..6
		To pd Davd Lewis Bill boarding Thos Graystock & Geo Gee & Samuel Hamond	5.15..–
		To pd Benja Malleson for boarding Cornelias Duning as p Rect	
		To pd William Skinner boarding Thos Graystock	7.16..0
		To pd James Robinson for boarding p Bill	3.10..0
			254.16.11½

1. Nathaniel & Thomas Shaw Collection, YUL.

Major General Horatio Gates to Major General Philip Schuyler[1]

Dear General Ticonderoga September 23d 1776

Inclosed, I send you General Arnold's Letter of the 18th together with the Examination of Sergeant [Eli] Stiles The General makes no Doubt the Enemy will soon pay him a Visit: I hope not before we get the Row Gallies to his Assistance: – then succeed or fail, we have done our best. It is a lamentable Case that our Gallies must wait for Cordage and for Gun Carriages to be completed. So long ago as the Middle of July I acquainted the Congress, that we were necessitated to make all the Carriages upon the Spot. Surely, a Supply might have been sent us before this Day, to provide against the worst. It will be proper to send all the Troops that are below to Lake George and Skenesborough and direct the Militia to be every where in Readiness to march to us upon the first Alarm. The powder Lead and Flints, I wrote for so long ago is not yet, even in part arrived. Pray hurry it up. The Moments are precious, and not one of them should be lost. I have said much to Major [Henry Brockholst] Livingston,[2] but my Hands are too full to write more. I am Dear General [&c.]

Horatio Gates

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1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 390–91, NA.
2. Schuyler's aide-de-camp who was returning to Albany.

MAJOR GENERAL HORATIO GATES TO BRIGADIER GENERAL BENEDICT ARNOLD [1]

[Extract] Tyonderoga 23d September 1776.

. . . I also wrote to the General [Schuyler], pressing him in the most Earnest manner, to forward us every necessary Succour, both of Men & Materials. Believe me, dear Sir, no man Alive could be more Anxious for the Welfare of you & Your Fleet, than General Waterbury, & myself; we are, Early & Late, labouring to get the Gallies to your Assistance; one will Sail Thursday at farthest, & the Two Others, we hope, on Saturday. It is the Blacksmiths Work that has delay'd us somuch, notwithstanding we have got more Forges, and altho, with different Gangs of Men, they are Work'd Night & Day . . .

1. Gates Papers, Box 19, NYHS.

CAPTAIN RICHARD VARICK TO SERGEANT DAVID ENSIGN [1]

Sir Head Qrs Albany Septr 23d 1776

You will immediately embark on Board of a large Batteau and proceed from this place to poghkepsie, where you will deliver the Letter for Capt: Samuel Tudor (herewith delivered you) & receive from him two Cables, with which you will return to this place with all possible Dispatch. By order of the General

Rich^{d} Varick Secy

1. Schuyler Papers, vol. 2, Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH[1]

[Harlem, September] 22d. – [to September] 23d. — Two seamen, belonging to *La Brune,* a British ship of war, which lay near Montresor's Island, deserted, and came to our General's quarters; and informed him, upon examination, that the British had then but a few men on the island, stating the number; that the piece of cannon, which had been put on the island, was taken back again, on board *La Brune;* that there were a number of officers at the house, in which there was a considerable quantity of baggage deposited, &c. Our General supposed that these troops might be easily taken; and, having called the General Officers of his division together, took their opinion, who all coincided with him in sentiment. He then communicated his intention to the Commander in Chief, who gave it his approbation. Two hundred and forty men were destined for this enterprise: the command was given to Lieut. Col. Michael Jackson, of the Massachusetts line, with Majors

[Samuel] Logan and ——, whose name cannot be recollected, of the New-York troops. They were to embark on board three flat-boats, covered by a fourth with a detachment of artillery, with a light three-pounder, in case it should be found necessary in retreating from the island. The mode of attack was settled, and every circumstance secured, to promise success. They were to fall down Haarlem Creek with the ebb. The time was so calculated, that the young flood was to be so much made, at the break of day, as to cover the flats at the island, sufficiently for the boats to float. Matters being thus settled, our General ordered the two sailors to be brought in: he then told them that in consequence of their information, an enterprise against the British troops on Montresor's Island was to take place that night; that he had ordered them to be kept in safe custody until the next morning, when, if their declarations respecting the state of the British on the island proved to be true, he would give them a passport to the back country, whither they wished to go; but, in case their information was false, he would order them hanged immediately, as spies; that he gave them the opportunity, if they had made a wrong statement to him, then to correct it. They both answered, with perfect composure, that they would cheerfully submit to the condition. Major Thomas Henly was now one of our General's Aids-de-camp. He importuned that he might go with the detachment. He was refused, and told that he had no business there; that he could exercise no command. He grew quite impatient, returned again to the General's room, and addressed him: "Pray, Sir, consent to my going with the party — let me have the pleasure of introducing the prisoners to you tomorrow." All his friends present advised him not to go. The General finally consented. The troops, at the hour assigned, embarked. Our General informed them, that he, with others, would be spectators of the scene, from a certain point near Haarlem Creek. [23d] Notice had been given to the guards and pickets on the York Island side, not to hail the party as they went down. Unfortunately, the lower centinel had not been so instructed. He was nearly opposite to the point where our General was to be; and just at the instant when he arrived, had challenged the boats, and ordered them to come to the shore. From the boats they answered, "Low! we are friends." The challenge was repeated. The answer was, "We tell you we are friends — hold your tongue." A bounce into the water was heard; and instantly Maj. [Thomas] Henly came wading to the shore, stepped up to our General, catched him by the hand, and said, "Sir, will it do?" Our General, holding him by the hand, replied, "I see nothing to the contrary;" to which Henly concluded by saying, "Then it shall do." He waded back to his boat, and got in. The centinel called again: "If you don't come to the shore, I tell you I'll fire." A voice from some one in the boats, was, "Pull away!" The boats went on and the centinel fired his piece. The boats reached the island almost at the moment intended, just as the glimmer of dawn was discoverable. The three field-officers were in the first boat. Their intention, on the moment of landing, was, for the two seconds in command to spring, the one to the right, and the other to the left, and lead on the troops from the other two boats, which were to land on each side of the first boat. The field-officers landed, and the men from their boat. The enemy's guard charged them, but were instantly driven back. The men in the other two boats, instead of landing, lay upon their oars. The British, seeing this, returned warmly to the charge. The Americans, finding themselves thus deserted, returned to their boat; but not until Lieut. Col. [Michael] Jackson received a musket-ball in his leg, and Maj. Henly, as he was getting into the boat, one through his heart, which put an instant end to his life. The boat joined the others, and they all returned, having, in the whole, about 14 killed, wounded and missing; Maj. Henly deeply regretted. Had only one of the other boats landed her men, the success would have been very probable; but the two would have insured an execution of the whole plan, in the opinion of all concerned. The delinquents in the other boats were arrested, and tried by court-martial, and one of the Captains cashiered.

On the night of the 23d, the British got possession of the works of Paulus Hook. The Americans had previously taken off all the cannon and stores.

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1. Abbatt, ed., *Heath Memoirs*, 55–58.

DIARY OF FREDERICK MACKENZIE [1]

[New York] 23d Sept – At 1 o'Clock this day, the 3rd Battalion of Light Infantry, and 2nd and 6th Brigades, marched to Greenwich in order to embark for the attack of Paulus hook. Three Ships of War came up at the same time, and anchored off the principal Battery, at which they fired a few shot, but none of the Rebels appearing, the 57th Regiment only received orders to embark; which they did and soon after landed without any opposition. They immediately took possession of the Peninsula, and all the Rebel works thereon, in which they found 2 32 prs, and forty Casks of biscuit. The possession of this post secures the principal anchorage in the North River, and renders the communication with the North part of the town, by water, safe.

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1. *Mackenzie's Diary*, I, 62.

JOURNAL OF H.M.S. *Emerald,* CAPTAIN BENJAMIN CALDWELL[1]

September 1776	Off Bedlow's Island.
Monday 23d	At 12 Lord Howe Vissited the Ship; at 1 Got under Sail, with the *Roebuck* & *Tartar,* at 2 Anchd off Powles Hook, began to fire at the Redoubts, at 3 Weighed & went above the Hook, & fired several Shot at the Redoubts; at 4 Made the Signal that the Rebels had left their Works, at 5 our Troops landend & took possession thereof

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1. PRO, Admiralty 51/311.

MASTER'S LOG OF H.M.S. *Roebuck*[1]

Septr 1776 Long Isld SE

Monday 23d A M, at 5 Unmoor'd & Barrocaded the ship at noon weigh'd and made sail with the *Tartar, Emerald* & *Carcass* Bomb – First and latter parts Modt & fair at 2. P M. Anchor'd of[f] Paulus hook in ¼ less 4 with the Stern Anchor and vore away, & let go the small Br & begun to fire on the Enemy's Works on Paulus Hook & Continued about ½ an hour, Do sent Assistance to Warp the *Carcass* in, about 6 the Troops from New York side came over in the flat Boats & Landed, & the *Carcass* got underway and join'd the fleet

[1] PRO, Admiralty 52/1965.

JOURNAL OF H.M.S. *Tartar,* CAPTAIN CORNTHWAITE OMMANNEY[1]

Septr 1776 At Single Anchor Bedlows Isld Red Hook Et

Monday 23rd Light airs and clear Wr at 1 P M hove up and made Sail in Co with his Majestys Ships *Roebuck* and *Emmerald* the Enemy began to Fire on us, one Shott went through the Foresail and Main Staysail at ½ pt 2 brought to Head and Stern abreast of Paulus Hook in 3½ fm two Cables length off shore at 3 we began to Fire on the Battery and continued till ½ past 4 when our Troops landed with some Artillery and took possession of the Works

[1] PRO, Admiralty 51/972.

JOURNAL OF H.M.S. *Preston,* CAPTAIN SAMUEL UPPLEBY[1]

September [1776] [Off Red Hook]

Monday 23 AM Admiral made the signal for an Officer the *Roebuck* weighed sent boats to tow her, the *Emerald Tartar* & *Carcass* bomb weighed ran up & Anchored off Paulers hook the Rebels fired several shot at them from thence whilst running up & then deserted the hook at 2 the Ships began to fire at the hook to scour it and to see if any of the Rebels was left there in ambush at 4 the 57 Regt with some Artillery landed and took possession of it, rowed guard on the Jersey shore.

[1] PRO, Admiralty 51/720.

JOURNAL OF AMBROSE SERLE[1]

[On board H.M.S. *Eagle*] Monday, 23d. Septr. The *Roebuck,* the *Tartar,* the *Emerald,* & the *Carcass* Bomb, went up to Powley's Hook, and took it without Molestation. The Rebels have raised considerable Works there also, and have as meanly deserted them. They fired 3 Random Shot only, and retired long before our headmost Ship could come near them. I was at New York at the time; and it was a pleasant Scene to view the Ships and the Debarkation; and the more pleasing to me, as no Blood was shed on the Occasion.

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1. Tatum, ed., *Serle's Journal,* 112.

JOURNAL OF BENJAMIN BOARDMAN[1]

[Paulus Hook, September] 23d.

At 1 o'clock P.M. having removed every thing of value, we were ordered to retreat from the Hook. As soon as we began our march, four ships came up and anchored near the shore around the Hook; at the same time a number of boats, and floating batteries, came down from just above New York; the latter run up into the cove, opposite the causeway, that leads to Bergen. After taking a considerable time to *see that there was no body to hurt them,* they began a most furious cannonade on our empty works, which continued till they had wearied themselves. In a word, they *dared* to come much nearer, and displayed the *boasted British valor* in *much brighter colours;* than ever they had while there remained a single man to oppose them. Mean while our little battalion retreated with drums beating, and colours flying, to Bergen; and before night the *brave Britons* ventured on shore, and took possession of our evacuated works, where they have taken every precaution to prevent our formidable detachment from returning and driving them from a post which with so great a *display of heroism,* they have got possession of.

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1. *Connecticut Gazette,* October 18, 1776.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Monday, September 23, 1776

Resolved . . . That two companies of the marines lately raised, and now in Philadelphia, be also ordered to march immediately to fort Montgomery [New York]:

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1. Ford, ed., *JCC,* V, 809, 811.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] Sept. 23rd, 1776.

Resolved, That Capt. [Joseph] Blewer, Capt. [Francis] Gurney, Mr. Sam'l Cad. Morris, be appointed to form a regular Muster Role for the Navy of this State, & produce the same to this Board.

Mr. Nesbitt to pay Capt. Jno. Hazlewood fifty Pounds on acco't of the Fire Rafts, to be charged to his acco't.

Mr. Nesbitt to pay Mr. Thos. Davis, £ 250, on acco't of Peers Built by him, to be sunk in the River Delaware, near Fort Island, to be charged to his acco't.

An order was drawn on Mr. Nesbitt, in favour of Williams & Clinton, one Hundred Pounds on acco't of the Armed Boat *Delaware,* building by them, to be charged to their acco't.

An order was drawn on Mr. Nesbitt, in favour of Robins, Dun & Hails, £ 60, on acco't of the Armed Boat *Convention,* Built by them, to be charged to their acco't.

Resolved, That the Officers recruiting for the Naval Armament of this State, be allowed 20s p Man in lieu of all Expences for Enlisting, & that each man be allowed One Month's pay advance at their enlistment, to be continued in service untill discharged by this or a future Council of Safety.

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1. *Pennsylvania Colonial Records,* X, 726, 727.

CONTINENTAL BOND FOR THE PENNSYLVANIA LETTER OF MARQUE BRIGANTINE *Three Friends*[1]

1776 *Three Friends,* brigantine.[2] Guns: 8. Men: 20
Sept. 23 Commander: Daniel Jackson
Bond: Continental, $5,000.
Bonders: John Donaldson, Jacob Sheafe, Jr., and Daniel Jackson, all of Philadelphia.
Owners: Moore, Donaldson & Mercer, Philadelphia.
Witnesses: Daniel Evans, William Trepethen.

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1. Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, XV, 30, NA. An abstract from the bond.
2. The *Three Friends* was the brigantine taken and brought into Philadelphia, a prize of the Continental sloop *Sachem,* Captain Isaiah Robinson. She had been libeled against on September 11, for trial September 27. Thus she was given an American commission four days before official condemnation.

LIEUTENANT RICHARD BOGER, R.N., TO ROBERT MORRIS[1]

Sir York Town Jail Septr [23] 1776[2]

I received your letter, am sorry to find you cou'd not comply with my request. You say the Congress never tenderd a Parole to any Officer that was inconsistant with his Duty and Circumstances to sign. The Parole tendered to Mr [George] Ball and my self came from the Committee of Safety, a Copy of which I wou'd have sent you, but the officer took it back with him, but belive me Sir no officer cou'd sign it with propriety. Mr Ball and my self will esteam it a Singular favour if Mr Morris will interced and send us a Parole that we can sign as officers in His Majestys Navy. We offer'd to sign the Parole given by the officers now Prisoners at York but was refus'd it. I thought it very hard as we was to reside with them, A Copy of which I beg leave to inclose to you; likewise a letter for Lord Howe I hope you will send it to him. I apply'd to this Committee for leave to walk on the Common now and then to repair my health having had a touch of the Gout – but was refus'd that small favour. I am Sir [&c.]

R^{d} Boger[3]

To Robt Morris Esqr in Congress

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1. FDRL.
2. The date is approximated. On September 25, 1776, Congress resolved that lieutenants Boger and Ball be released from prison upon signing "the like parole as the other officers, prisoners in York Town in Pennsylvania." Copy of this parole was enclosed in Boger's letter.
3. See Volume 4 for capture of Lieutenants Boger and Ball.

Jesse Hollingsworth to the Maryland Council of Safety[1]

Sirs/

I understand your Going to Strip the Schooner *Resolution* I Dont Pretend to Direct you But think shee had Best Bee Loded With Bread Which you Now have Redy and Sent to Sum Market Where it Mout Be Sold to Advantage, and Loded home With Salt Perhaps shee May have a Second Sute of Sales that May answer, this Shall Leave to yore Beter Gugment from your Humbl Servant

Jesse Hollingsworth

[Baltimore] September 23 – 1776

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1. Red Book, XII, Md. Arch.

Captain George Cook to the Maryland Council of Safety[1]

Gentlemen Patomock Ship *Defence* Sept 23d 1776

I have thought it Necessary to send the Tender up as her Mainmast head is sprung, and is under the Necessity of keeping Mr [Gilbert] Middleton as a pilot to carrey the ship down the bay, I have endeavoured to get one at Smith's Creek but could not, I am informed by Commadore [John Thomas] Boucher that he was chased by the *Fowey* off our Capes, I shall use every proper method in my power for the safety of our Ship; – I have the Pleasure of informing you that the greatest Harmony Subsists amongst the whole Ships Crew, and all in high Spirits and good health; I shall inform you fully of our State by the return of Mr Middleton. I have the Honor to be Gentlemen [&c.]

George Cook

NB Commadore Boucher was chased the 14th of this Instt G. C.

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1. Red Book, XII, Md. Arch.

JOURNAL OF THE SOUTH CAROLINA GENERAL ASSEMBLY [1]

[Charleston] Monday the 23d Day of September. 1776

Ordered That the Order of the Day to ballot for another Commander of the Brigantine *Comet* be discharged

Ordered That a Committee be appointed to receive the Names of Persons desirous or proper to be appointed to the Command of the Brigantine *Comet* that they do sit forthwith for that Purpose and give Public notice thereof

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[1] Salley, ed., *South Carolina General Assembly Journals,* 39, 40.

"A JOURNIEL KEPT BY EPHRAIM BRIGGS ON BOARD OF THE GOOD SLOOP *Warren* A BOLD PRIVATEER FROM DARTMOUTH TO THE LATTD OF 33:" [1]

Munday September the 24 [*sic* 23] Day 1776

Latter Part Munday Morning the Wind starts to the NW. Heads NNE. Five A Clock Put About stood to the Westward Heads W. the Wind Dies Saw Whales to Windard A school of them In A Fine Humour Hove out the Yall Rowd for Fird two Guns at them Latd In 40:4

First Part these 24 hours small Brease to the NNE stearing NW. Twelve A Clock A squall struck Us Topsails & Top Gallant Out Handed them setled the Mainsal took I[n] two Reafs Han[d]ed the Jib the wind starts to the Nothard And Westward

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[1] RIHS.

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24 Sept.

CAPTAIN MAXIMILIAN JACOBS, R.N., TO PHILIP STEPHENS[1]

[Extract]

Copy. *Amazon* at Quebec Sepr 24th 1776.

Sir, Please to inform their Lordships that I arrived here with His Majts Ship *Amazon* under my Command the 16th Inst, but the *Garland* & the remaining part of my Convoy did not come in till the 19th . . . I found riding here His Majts Ship *Isis* & *Triton;* Capt Douglas who commanded the former being at St Johns to forward the equipment of all the Vessels who are to act on Lake Champlain, it is hoped, very early in next Month — I have enclosed a Copy of the return he has sent me of the Vessels to be employed in that Service. . .

Max^{n} Jacobs.

[P. S.] In consequence of Genl Carleton's request communicated by Capt Douglas & just now received, I have been under a necessity of directing

Capt [Richard] Pearson of His Majesty's Ship *Garland* to send up 30 Seamen to reinforce the Squadron on Lake Champlain & shall agreeable to the Generals desire direct Capt Pearson to remain during the Winter at Quebec in order to assist in forwarding the Spring Operations, which I hope their Lordships will not disapprove of.

1. PRO, Colonial Office, 5/125, 69b.

CONDEMNATION IN HALIFAX VICE ADMIRALTY COURT OF THE AMERICAN PRIZE SLOOP *Baltimore*[1]

Cause

Henry Mowat Commander of the——Sloop *Albany* VS the Sloop *Baltimore* one William Clesby Master –

4th Sept 1776 } Libel file'd & entred Order made thereon as on file

George Sybels Commander of the Arm'd Sloop *Gage* being Duly sworne Deposeth that he seiz'd & Detain'd the Sloop *Baltimore* William Clesby Master on the 18th of August last about fourteen Leagues to the Westward of the Seal Islands Bound from the East Passage near Cape Sable to a Race call'd Narrow Guerres near Mechias had on Board one Hogshead Melasses & about £100 lb of Coffee that she had no Register or any other Paper on Board except a few letters the Deponant got out of a Passengers Chest –

George Sibbles

24th Septr 1776 } Court opend by makeing Proclamation as usual
Proclamation for all Claimers none appear'd
Decree Pronounc'd as on file whereby the Sloop *Baltimore* was Condemn'd as lawfull Prize to the Captors thereof
Court Adjournd without Day in this Cause.

1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.

RECEIPT FOR STORES SUPPLIED THE BRIGANTINE *Dispatch*[1]

Portsmo Sepr 24 1776

John Langdon Esqr to Geo Gains Dr

To two Brass Blunderbusses	@ £4.16	9.12..0
To 4 lb Powder	@ 7/	1..8..–
To 10 lb musquet ball	@ /7¼	6..–
To 1 Doz flints		1..6
To 1 Iron bound Cagg	@5/	5..–
		£ 11.12..6

NB The above were Deld to Capt [Stephen Cleveland] of the Brigt *Dispatch* in Continental Service

[Endorsed] Rec'd the Contents in full Geo Gains

1. John Langdon Papers, HSP.

BOND OF TIMOTHY PARSONS AS PRIZE AGENT FOR THE EASTERN DISTRICT OF MASSACHUSETTS[1]

Know all Men by these Presents that We Timothy Persons of Pownalborough in the County of Lincoln, and State of Massachusetts Bay Gentleman, and

stand firmly bound and obliged to Henry Gardiner Esqr Treasurer of the State aforesaid, in the sum of Ten Thousand pounds to be paid the said Treasurer or his Successors in said Office; to the which payment well & truely to be made, We bind ourselves, our Heirs, Executors and Administrators Jointly and severally and firmly by these presents. In Testimony whereof we have hereunto sett our Hands & Seals, this Twentyfourth Day of September Anno Domini 1776.

The Condition of the foregoing Obligation is such that whereas the said Timothy Persons Esqr is appointed Agent for the Eastern District for all Captures made by any Vessel or otherways in which this State is anyway interested or concerned whose Authority as Agent shall be limited to and Confined within the Limits of the aforesaid District for holding the Court of Captures as set forth by an Act of this State for the trying & Condemning of all Vessels as aforesaid – If therefore the said Timothy Persons shall in all things observe and conduct himself according to the Orders & Directions given him respecting his Office as Agent as aforesaid, and shall duly Account when thereto legally required for all Moneys and Effects by him received in Virtue of his appointment as aforesaid, Then the above obligation to be Void, otherways to abide & remain in full force & Virtue.

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1. Mass. Arch., vol. 165, 272.

PETITION FOR COMMISSION FOR WILLIAM BROWN TO COMMAND THE MASSACHUSETTS PRIVATEER SHIP *Boston*[1]

To the Honb The Council of the State of the
Massachusetts Bay

The Petition of Capt William Brown

Sheweth

That your Petitioner is appointed by Messrs Paul Dudley Sargeant, James Swan, Mungo Mackay & Thomas Adams, to the Command of the Privateer, frigate Ship named the *Boston,* of which they are proprietors, which is almost ready to Sail upon a Six Months cruize against the Enemies of America. She carries twenty two Guns — ten, nine pounders; Six, six pounders, and Six, four pounders; — With two hundred & ten hands, including officer, & Marines; — Is burthen'd about four hundred Tons; and has onboard 90 bls of Pork; 90 bls of Beef, with small Stores. — The first Lts name is Hemar Doan, the 2d Lts name John Snoddin, Capt of Marines Gawen Brown jr, the Lt of Marines Willm Nichols

Your Petitioner therefore Prays Your Honors wou'd Commission him Commander of said frigate; and give him the necessary papers & instructions: And as in duty bound Shall ever pray. –

William Brown

[Endorsed] In Council Sept 24th 1776 Read & Ordered that the Prayer of the Above Petition be granted and that a Commission be issued out to the Above Commander he complying with the Resolves of Congress

John Avery Dpy Secy [2]

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1. Mass. Arch., vol. 165, 271.
2. *Ibid.*, 261, 262, commissions were also issued this date to Ebenezer Pierce to command the privateer schooner *Liberty*, and to Joseph Cunningham, sloop *Phoenix*.

RICHARD DERBY, JR. TO GOVERNOR NICHOLAS COOKE[1]

Sir Watertown Septr 24, 1776

The General Court of this State have come to a Resolution to Equip the Two Continental Ships Built in this State, in order that they may be immediately sent to Cruise, and clear the Coast of the Enemys Ships of War, The smallest Ship is already furnished with suitable Cannon, and Twenty six twelve pounders are now waiting [*sic* wanting] for the Largest Ship. Six only can be procured here, and as I am informed your Honor has it in your Power to procure from the Works in the Government over which you preside the Guns now wanted.

I pray leave to Inform you that I am directed to procure them if to be found, and to pay ready money for them, and as I have been Informed the Guns provided for the Continental Ships at Providence are not immediately wanted, & should this be the Case and I can have Twenty of them I will immediately Contract with your Honor and oblige myself on the part of this State to furnish the Guns again as soon as they can be procured from the Works at Providence. I shall be ready to enter into such Obligation as your Honor shall think reasonable, and as this is a Matter of public Importance, I may not doubt but you will use your kind offices in this affair and favour me with your Answer proposing the Terms on which I can have them, and when, as soon as may be I have the Honor to be with great Regard [&c.]

Richard Derby Junr

Please to direct to Me at Salem – for any other Particulars Please to be Referred to Genl Lincoln the Bearer –

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1. Letters to the Governor, vol. 8, R. I. Arch.

COMMODORE ESEK HOPKINS TO NATHANIEL SHAW, JR.[1]

Sir Providence Septr 24th 1776

A Ship arrived here yesterday of 8 Iron & 8 wooden Guns, of 360 Tons, taken by Captn [James] Munro in Lattd 33 – Longd 55[2] The Prize Master informs that a day or two after he left the Privateer he saw a Brig and a Sloop both Armed he is certain the Brig was Captn Harding[3] – they both stood for the Ship, till he knew the Brig when he hawl'd up his Courses & hove too – when they spoke with each other and stood off – the Reason he does not know. I am Sir [&c.]

E. H

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1. Hopkins Letter Book, RIHS.
2. The prize was the *Blaze Castle* taken by the Rhode Island privateer *Sally*.
3. Seth Harding commanded the Connecticut state brig *Defence*.

JOURNAL OF THE NEW YORK COMMITTEE OF SAFETY[1]

[Fishkill] Tuesday Afternoon, Septr. 24th, 1776.

Thomas Creiger, commander of the schooner *General Putnam,* a vessel of war fitted out by, and belonging to this State, waited upon the Committee, and informed them that the said schooner is very much out of repair, and as the winter is approaching, submitted to the Committee whether it would be proper to keep the said schooner longer in service.

The Committee were of opinion that this matter be referred to the consideration of the Convention.

Capt. Cregier was called in, and directed to wait the meeting of the Convention.

[1] *New York Provincial Congress,* I, 642.

CAPTAIN ANDREW SNAPE HAMOND, R.N., TO HANS STANLEY[1]

[Extract] *RoeBuck,* at New York, 24th Sepr 1776

As soon as I heard from Sir Peter Parker & General Clinton of their being unsuccessful in South Carolina, and that instead of joining us at Virginia as I had all along been taught to expect They had sailed for New York, and being myself most heartily tired of carrying on a sort of Piratical War, that tended in no degree to benefit his Majestys service, I consulted with Lord Dunmore, and found his Lordship equally desireous of quitting a situation that was every day growing more & more distressing; we therefore disposed of our Floating Town in the best manner we could, by sending them to places of security, and with the few Troops we had left, set sail for New York, & arrived just as the opperations against the place were beginning.

I need not tell you My Dear Sir, the pleasure I recieved in finding My Friend Lord Howe entrusted with the conduct of the American business (the most important perhaps that Great Britain ever was concerned in) because I know his abilitys for carrying on a war are not to be excelled; and am perfectly convinced, that nothing but success in the war, and reducing the Americans to the utmost extremity, will ever bring about a Peace or reconciliation, in terms the least honorable for Great Britain. It has long been too late for Negociation . . .

. . . after the Enemy abandoned Long Island they imediately saw the Town of New York was not tenable. They therefore lost no time in clearing it of all the stores valuable effects & most of the Artillery; but still kept possession of it, as well as a very considerable work, called Bunkers Hill, imediately at the back of it, and had a very large Body of Men in the Neighbourhood. Our Army took their Post opposite to Hell Gate, and Batterys were erected and feints were made to shew the Enemy that we intended landing there. However nothing was done untill the 15 Instant, when General Howe landed with about twelve thousand five hundred men at Keps's bay, a place about 3 Miles above the Town in the East River, under cover of the Fire of several of the Ships of war, without the least opposition. Notwithstanding a deep entrenchment had been made by the Enemy on every accessible part of the coast of the Island of New York, which they manned at the place, opposite to where our Troops were in Motion, The Ships no sooner began to fire than they immediately deserted their lines and took to their heels. This seemed to be a signal for those quartered in the Town & the Neighbourhood; as they all did the same, and never stoped untill they got into their works at Kingsbridge: where they at present remain. we have also taken possession of Paulus Hook, which is the point on the West Side of Hudsons River which the Enemy had very strongly fortified, where they kept a large Garrison, and where they behaved exactly as they had done at every other place where the ships had been carryed to.

From what I have said, you will concieve that we shall have no difficulty in driving the Enemy from the Sea Coast, which indeed they dont scruple to say that they will give up to you, knowing that the more possessions you have the weaker you will be in the feild: and they seem to place their entire dependance on their being able to hold out longer than we can: their Emissarys in England having assured them that the present armament is the utmost efforts of Great Britain for one year, and cannot possibly be continued a second which gives them great confidence.

It is most certain that a war was never carryed on upon more unequal terms; whilst we are treating them with openness & generosity, they are daily practising every kind of Art treachery & cruelty to destroy us. They gave us up the Town quietly, and as soon as they imagined, the People that had been driven out of it by them had again got settled in their Houses, and that a number of our Stores were got on Shore, They took the opportunity of a windy dark night, and set the Town on fire in many different places, by people that they had concealed in certain Houses for that purpose, with all kinds of combustibles prepared. . . .

We are at present perfectly quiet, and as we are making a Line of works from River to River a cross the Island about 6 or 7 miles beyond the Town, which can not be finished in less than 10 days or a fortnight, it is natural to conclude no attack will be made on the Rebel Army untill the Arrival of the last division of the Hessians, which we hourly expect to see. The Enemy has taught us how to deal with them; which is to get behind them, and shew them that their retreat is in danger; and they never will make any stand: I hope we shall never attack them any other way, unless we should, by accident get them into the open feild.

The Fleet & Army are in great spirits and tolerable good health, and for the present live exceedingly well: but the Ships are ill mann'd & very short. You can have no Idea of the Number of Men it takes to attend upon such an Army as this is; with the Ships we have here (which is two thirds of those employed in America) when all the Flat Boats, Galleys, Gondalas, [illegible] stages &c &c &c are mann'd, there is scarce Men enough left on board many of the Ships to move them. So that we really want Six or Eight Line of Battle Ships; not so much perhaps for the use of the Ships, as for their large Complements of Men for the purposes before mention'd. I have allways been of opinion that the principal means of putting an end to the war was to put an entire stop to the trade of America, which was only to be done by having a great Number of cruizers, and a constant succession of clean ships. Unfortunately this expedition against New York has necessarily required the attention of so many ships, that all the Southern Ports are now left open, and there is no doubt but they will embrace this opportunity to send away their Tobacco and Grain. The Merchants in the French & dutch west India Islands tell the Merchts at Philadelphia (many of which letters I have intercepted) that if they will send them very small fast sailing Pilot boats, they can supply them amply with Powder Arms & Cloathing at very little risk, but as they have no money to send in return, and these Vessels will not convey the bulky commodities of America, they can not devise any mode for remittances to be made, and unless that can be done the trade must drop of course. Therefore the necessity of shutting up the Ports is obvious, and the small inlets is not of so much consequence as one at first would imagine.

Dont be too sanguine my Dr Friend about the extent of the present campaign. If we can drive the Enemy from Kings bridge, Secure this Port as an establishment, and take possession of Rhode Island, for a winter Harbour for our Ships, it will perhaps be as much as will be done: and by taking the Field early next Spring, and joining the army in Canada we shall be strong enough to pursue vigorously any plan that may be adopted. I have taken the liberty to mention my Friends in the lower Counties of the Delaware and eastern shore of Maryland, as people worth cultivating, but have been told all that must be a future Consideration. However I am still of opinion that Philadelphia is an object of the first consequence to us. . . .

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1. Hamond Papers, UVL.

Petition of Benjamin Marshall & Brothers to the Continental Congress[1]

Philada Septemb 24th 1776

In January 1775 the Subscribers by Orders from London exported a Cargo of Flour, Wax, Staves &c. to Terceira one of the Western Islands. The Vessel in which they were shipp'd belonging to us, was purchas'd at the Island aforesaid & Payment made in Bills of Excha on London, One of which to the Value of about £800 Currency was return'd Protested for non payment in March last Since which have had no Oppertunity to send it for Recovery therefore are under the Necessity, as the only probable Means of Saving it, to purchase a small Vessell, but lest any thing should prevent our Recovering it, the Expences of the Voyage would be Considerable And as Pipe Staves are an Article in demand there & small value here & less detrimental to the State of the Colonies than Flour Should She be unhappily taken by our Enemy, induces us to request the Hble Continental Congress to Grant us Liberty to Export Pipe Staves any Quty not Exceeding Twenty Thousand which Indulgance will be Esteem'd as a Favour Confer'd on Your Frds

Benjamin Marshall & Brothers

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1. Papers CC (Letters addressed to Congress), 78, XV, 97, NA. The petition was referred the same day to the Marine Committee whose report on October 16, 1776 was "postponed to Wednesday the 23d instant," and thereafter disappears from the journals of Congress. Ford, ed., *JCC*, VI, 882.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO WILLIAM BINGHAM[1]

Sir Philada Septr 24th 1776

We have shipped 1000 bbls flour onboard the Ship *Betsey* – Capt Wm Stevens for your address on Account & Risque of the United States of America agreeable to the enclosed Invoice & bill of Loading The Captn has liberty either to go into St Lucia or Martinico just as winds or other Circumstances may serve. You will therefore receive this flour at either place and cause it to be sold to the best advantage, pay the freight as p bill of Loading & place the Nt pceeds to the Credit of this Committee. We hope the Brigt *Cornelia & Molly* Capt Lockhart arrived safe & delivered her Cargo in good order if so you will no doubt have paid for the Muskets & Powder you remitted by Capt Wickes, out of that Cargo, but if it did not arrive you will have to pay for them out of the present one, or from that of the Sloop *Independence* also sent to your address.

You must dispatch this Ship back as expeditiously as possible and if the Sloop *Independence* does not arrive whilst she is there you may remit us back in her the value of £ 1500 to £ 2000, in Good blankets and other Woolen Goods suitable for Soldiers, with some more Muskets, Powder, Gun Flints, Salt Petre, Sulphur &c just as you can obtain them to the best advantage observing that we now want Cloathing for our Troops beyond any other Articles. Shou'd the Sloop *Independence* arrive safe, you may then remit the less Value in the Ship because we deem the Sloop a safer conveyance but still we wou'd have some Goods by each The Value proportioned to the Effects you have in hand unless you can obtain Credit & then you may encrease it one half. We are Sir [&c.]

Robt Morris Joseph Hewes
Josiah Bartlett Thos M:Kean
Phil. Livingston Richard Henry Lee

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1. Simon Gratz Autograph Collection, Case 1, Box 9, HSP.

WILLING, MORRIS & CO. TO WILLIAM BINGHAM, MARTINIQUE [1]

Sir Philadelphia Septr. 24, 1776

We have wrote you very fully by Capt. [John] Young which are hopeful may reach you soon as this in that letter you were advised the safe Arrival of the *Reprisal* Capt. Wickes who delivered us safely the sundry Goods you shipped by him of wh before long we shall render you a pleasing Account Sale and in order that you may be able to pay for them in due time we now ship you by this Ship *Bettsy* Capt. William Stephens 44 hhds of Tobacco agreable to the enclosed Invoice & Bill of Loading for one half the Amount whereof we charge you in Account Current and hope it will get safe to Market in which case we shall make a pleasing Expedition all round, most of this Tobo is very good but it is not of equal Quality and you had best sell the worst first unless you can sell it alltogether at a good price which is most likely as we don't think much has been yet sent your way and it is got very high in France, the freight is high but we thot it better to give that and run no risque of the Ship than to have it fixed lower & become Insurers of a proportionable Value of the Ship — We Chartered the Ship from Mess. Geo: Meade & Co and have assured them of your best Services to their Interest not doubting but you will chearfully make good our promises and we shall embrace the earliest Opperty of sending forward more Consignments.

We do not write you on any other Matters as Capt. Young in the Sloop *Independence* sails in a day or two being a fast Sailer well Armed & Manned We think it best to trust to her & are [&c.]

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[1] Papers of Robert Morris, Accession 1805, LC.

ROBERT MORRIS TO THE PENNSYLVANIA COUNCIL OF SAFETY[1]

Gentn, Philad'a, Sept. 24th, 1776.

The ship *Betsey,* Cap. Stevens, being in the Service of the Continent, We request you will grant permission for a good Pilot to carry her down the Bay & due care will be taken that he does not fall into the hands of the Enemy.

By order of the Secret Committee.
Robt. Morris.

To the Honorable, The Council of Safety.

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[1] *Pennsylvania Archives,* 1st series, V, 28.

Pennsylvania Packet, TUESDAY, SEPTEMBER 24, 1776

Philadelphia, September 24.

Tuesday last arrived the Continental brig of war *Andrew Doria,* Capt. Biddle, from a cruize, in which he took 6 vessels, viz. ship *Molly,* Brigden [*sic* Bridger] Goodrich, (last belonging to Mr. [Jonathan] Hudson of Maryland), brig [*Peggy*], [William] Cook, both prizes of Lord Dunmore's, bound from Virginia for Bermuda; brig *Elizabeth* [William Ryson] Johnson, a prize taken by the English, from North Carolina for Bermuda; brig *Lawrence,* [George] Layburn, from Barbados for Newfoundland; also two brigs in ballast from Virginia, with tories for Bermuda, both of which being short of provisions, &c. he let go.[1]

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[1] The *Maria,* John Marshall, master, and the *Betsey,* John Bynoe, master.

DANIEL JOY TO ROBERT TREAT PAINE[1]

Sir/ Warwick-Furnace Sept the 24th 1776 –

Since my arrivel here I have been at Mr Birds Furnace to know how they were like to Succeed in casting their contract of cannon, and find Mr Bird hath Sold one of his Teams of horses & Ordered the Manneger to cast the few Moulds they had made & no more, and put the furnace out of Blast, and then bore the remainder of the guns. They have cast in all 60 – 12 pounders 19 – 9 pounders & 17 – 4 pounders, That is

13–12 lbrs	proved & sent to Philada	7–12	proved & not yet sent down	38–12 lb	not bored	2–12 lbrs	To cast & Bore
8–9 Do		2–9		8–9 Do		1–9 Do	
7–4 Do		4–4		5–4 Do		1–4 Do	

By which you'll see he will fall vastly Short of the compt he was to cast. I do not know the Number of Nine Pdrs the Frigate is to carry but Suppose you'll not have enough by 5 or 7. If you want a few 12 & 9 cast Messrs Rutter & Potts have don with their contract with the council of Safty and are at lesure to do it if you can agree with them. Mr Samuel Potts will be in Philada in a day or two — As they intend to put their Furnace out of Blast in 10 or 15 day they will not cast them without you give them enough Shot to keep the Furnace going that is to use all the Metal She make — They have cast some prity nice 9 pdrs about two Inches longer than Birds one of which you may See on Capt Andrew Caldwells warff. If you cannot agree with them You may prevail with the council of Safty to let Mr Old cast what few 12, 9, & 4 pounders you may want I am almost sure he will do it, he has cast some very neat 3 & 4 Pd[r]s for Mr Nathl Tyson of virginia Some of which will be in Town this week I shall go to Mr Grubbs to morrow & as soon as I have used what powder they have there shall return to these Furnaces & If you have sott either of them to worke shall prepare Draufts for them &ca In the Interim I remain [&c.]

Daniel Joy

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[1] Robert Treat Paine Papers, MassHS.

"Stephen Steward's Acct of Tackle, Stores &c taken from Schooner *Resolution*" [1]

[West River] Septr 24th 1776

Mr Stephen Steward Recd of Roger Horace Pratt of the Schooner *Resolution*[2]—

12 Guns with Carraiges Britchens Tackel Compleate
1 Swivel & 350 Piggs of Iron Ballast 206 round Shott
90 Double Headed Shott. 106 Swivel Shott
6 Buckets of Landgradge, 9 Crow Barrs 11 Nets with Wads
8 Releiveing Tackels. 16 Gunner's Handspikes
18 Carraige Truck's 10 Rammers & Spunge Rope
10 Rammers & Spunges Wood 2 four pound Ladles & Worms
8 3 pound Ladles & Worm's 1 Swivel Ladle & 2 Rammers
13 Match Staves & Formers & spear Tompions
35 Gun Tacle Blocks. 16 Hooks & Thimbles
10 Copper Lanthorns 8 Copper Hoops 4 Copper Measure's
2 Funnels 1 Scoope & pr Gunners Sheers
2 Gagezine Lights. 6 Bouck Barrels 21 Qur Cattrich Paper
25 Cattrich Boxes 4 Tinder Boxes 1 Serving Mallet 1 fid
2 Waste 4 Quarter & 1 Stern Cloth 11 Lances & 33 Tommy Hauks
8 Stools 19 Cans 17 Mess Tubs & a Coper Funnel
5 Barrls 10 Hhd & 2 Butts Iron bound & 1 Hhd Wood Hoops
2 Bladders putty the Quarter & Waste Netting's
25 Bags of Oakham 4 half ports
Square Sail Water Sail Ma[in] Topmast Staysail
Topmast Steering Sail Spritsail Topsail
2 Pump Can's 3 Match Tubs Iron bound
c qr lb
9..1..12 Old Iron – which Gallaway & Steward is Charged with –

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1. Executive Papers, Box 2, Folder 72, Md. Arch.
2. The Maryland Council of Safety ordered on September 17 that Steward take possession of all the military stores, guns and rigging of the schooner *Resolution* which had been serving as a tender for the Maryland state ship *Defence,* Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

Captain George Cook to the Maryland Council of Safety [1]

[Ship *Defence*] Off Point Look Out September 24th 1776

Gentlemen, I Honoured myself by writing you by the *Amelia* Tender. At that time was in hopes of having a fine Night and good run down the Bay. – At 10 P M the wind came round to the Eastward, the night had all the appearance of a gale insueing. I thought it Prudent to have the ship brought at anchor under point look out and this morning early when hove Short the small bower cable parted near the Anchor, We got the Pilot boat to the B[uo]y rope when a strain hove on it parted the bouy rope at the Crown of the Anchor, the wind blowing a fresh Gale at N W puts it out of our power to get the Anchor at this time We have left a watch bouy at the Place and sett Several places for finding it some other time. Mr [Gilbert] Middleton will have the Marks and knows the Place where the Anchor lies –

At 10 A m I purpose going down to Gwyns Island, as I'm informed by some Gentlemen on board of Sundry Anchors being there & purpose getting one I have the honor to be Gentlemen [&c.]

George Cook[2]

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1. Red Book, XII, Md. Arch.
2. *Ibid.,* Cook again wrote the Council later the same day that weather prevented him from making Gwynn Island, and that he hoped "to be at Sea by 10 oClock at Night."

CAPTAIN GEORGE COOK TO COMMODORE JOHN THOMAS BOUCHER [1]

Sir/ Ship *Defence* Septemr 24th 1776 –

Unluckily this morning our small Bower Cable parted near the Anchor. I Endeavoured to weigh it by the Bouy Rope, that also parted at the Crown of the Anchor. I have left a watch Buoy near the Place – I'm afraid it will intrude on you too far to ask your kindness, should it be calm whilst you're hear, to suffer some of your Boats to endeavour to get the Anchor for the good of the service – It will so far suffice that on seeing the Buoy, that is to shew where our Anchor lies I am Sir with Esteem [&c.]

George Cook

Commodore Boucher of the *Congress*
or Capt [Walter] Brook[e] of the *Liberty*[2]

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1. Red Book, XII, Md. Arch.
2. The armed ship *Congress* and the schooner *Liberty* were vessels of the Virginia Navy.

JOURNAL OF H.M.S. *GALATEA,* CAPTAIN THOMAS JORDAN[1]

Septr 1776 Island Bermuda So 31.00[W] 93 Leagues
Tuesday 24th Strong Gales and Squally wth much rain at 2 P M fired a Shot and brot too the *Favorite* Brigg from Antigua,[2] taken by the *Providence* Privateer of 14 Guns belonging to Philadelphia[3]

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1. PRO, Admiralty 51/380.
2. *Favourite,* John Davis, master, from Antigua for Liverpool, with sugar. Howe's Prize List, March 31, 1777, *ibid.,* 1/487.
3. The Continental sloop *Providence,* John Paul Jones, commander.

JOURNAL OF H.M. SCHOONER *PORCUPINE,* LIEUTENANT JAMES COTES[1]

Septem: 1776 The East end of Hineago NNW 3 or 4 Miles
Tuesday 24 AM at day break Saw a Sail in the N Wt Quarter, Gave Chase, found her to be a Sloop from Virginia bound to the Mole, sent a Quarter Master & two Men on board her, The Master

and one of the Passengers we took out of the Schooner, & sent her down to Port Royal.[2]

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1. PRO, Admiralty 51/702.
2. Sloop *Charlotte,* John Williams, master, with a cargo of tobacco and flour; see Gayton's Prize List under October 8.

25 Sept.

JOURNAL OF H.M.S. *Triton,* CAPTAIN SKEFFINGTON LUTWIDGE [1]

Septemr 1776 Moor'd in the Bason of Quebec

Wednesdy 25t A M, a part of the foreign Troops disembark'd[2] – heard from Captn Charles Douglass that Lieut Hervey had seen the Rebel Fleet (consisting of 12 Sail) retiring on the Lake, and kill'd 7 or 8 in a Boat belonging to the Sternmost, a a Schooner of 8 guns.[3]

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1. PRO, Admiralty 51/1013.
2. *Ibid.,* the second division of Hessian troops which had arrived under convoy of H. M. S. *Garland* on September 18.
3. The schooner *Liberty.* See Arnold to Gates, September 21.

ORDER OF MASSACHUSETTS COUNCIL FOR CANNON FOR THE CONTINENTAL FRIGATE *Boston*[1]

In Council [Watertown] Sept 25 1776

Whereas by a Resolve of the General Court passed Sept 16, 1776 the Committee for fortifying the Harbour of Boston were directed to send forthwith by Water so many Cannon nine pounders with Carriages & other Apparatus from those in and about Boston as shall be sufficient to Arm the Continental ship called the *Boston* to the Town of Newbury Port, & whereas a sufficient number of nine pound Cannon Cannot be procured out of those in and about the Town of Boston for the purpose Abovementioned Therefore Ordered That the Committee for fortifying the Harbour of Boston be & hereby are directed to send to Newbury Port for the Purpose aforesaid forthwith by Water four Twelve pound Cannon with their [illegible] & other [apparatus] from those in and about Boston in leiu of the Nine pound Cannon that are wanting & they were directed to send to the place before mentioned & also to Supply the Said Ship with Two Six pounders & four four pounders if to be procured

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1. Mass. Arch., vol. 165, 274, 274a.

DEPOSITION OF ELISHA COLE[1]

I Elisha Cole, master of the schooner *Triton,* bound from Kennebec to Cape Francois, testify and declare, that on the twentieth day of July last, I was taken by the *Milford* man of war, John Burr commander, who took from me my bed, bedding, sea cloaths, and every thing else, except what I had in my chest; when I got on board Capt. Burr he asked me, after taking my papers, where my money was, I answered that I had not any, then he ordered his Clerk to search me, and I was searched accordingly: He then took away my watch but returned it. Next morning the Captain called for me and demanded the key of my chest, and when opened, took every thing out of it to search for money, finding none, they gave me the chest, and ordered me to carry it to my birth. – On the twenty fifth of July we discovered a ship, which he took near Newbury-Barr. – Capt. Burr then ordered me to the fourth gun, and the opposite forward, and compelled me to go, which I was obliged to do after a long dispute, and my mate and all my men were put on the ship's books and compelled to do duty, and obliged to fight against their American brethren, as are all the prisoners they take, which I often heard the officers of the *Milford* declare. I left Halifax the eleventh day of August, leaving my mate and men all on board the *Milford*. – I told Capt. Burr our people gave the masters, mates, &c. their adventures, and it was very hard to have my all taken from me. He replied he could not do it, his people would not allow it, and swore by God he would not give me any thing. – The *Yankey Hero*'s men, by the information of the steward and others belonging to the *Milford*, had but three quarters of the common allowance of provisions to seamen for their support, and no allowance of cloathing.

Elisha Cole

Suffolk, ss. Elisha Cole made oath to the truth of the above deposition, by him subscribed before me.

Joseph Greenleaf, J. P.

Boston, Sept. 25, 1776

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1. *Pennsylvania Journal*, October 9, 1776.

"A JOURNIEL KEPT BY EPHRAIM BRIGGS ON BOARD OF THE GOOD SLOOP *WARREN* A BOLD PRIVATEER FROM DARTMOUTH TO THE LATTD OF 33:"[1]

[Wednesday, September 25, 1776]

Latter Part Wednesday Morning Blows Quick Lattd in 40:12[2]

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1. RIHS.
2. The journal ends at this point. Latitude indicates the *Warren* was approaching her home port, Dartmouth.

LIEUTENANT COLONEL HENRY BEEKMAN LIVINGSTON TO ROBERT R. LIVINGSTON[1]

Dear Brother [New Haven, September 25, 1776][2]

Since my Last I have been to Long Island with My Detatc[h]ment and Part of Colonel [William] Richmonds Regiment of Rhode Island Troops in all amounting to 250 Men the Rest of Colonel Richmonds Regiment with their Colonel and Lt Colnel not careing to arrive time enough we had prodigious Rough weather of it were on the Water from two OClock in the Afternoon untill 2 at Night many of the Men Chilled Almost to death (On their Arrival in Setalket Harbour) with wet and Cold in Order to Remedy this inconvenience after we had wiped our Guns Dry I ordered them to March to the two Houses Captain Smiths Company (of Oliver Delancies Brogade) were Quartered at, we found them up and in Arms expecting us, they began the Fire and killed one of the Rhode Island men and wounded Another we in Return killed 7 wounded 2 and took 23 with their Captain Prisoners I should at this time have broke up Master Olivers Brigade but was Oposed by the Rhode Island Officers who declared they would not Continue in so dangerous a Situation any longer this Obliged me to Quit and retreat to New Haven I have brought of[f] with me two New Vessels Loaded with Wood intended for New York Markets have entered a Libel against them and am in a fair way of having them Condemned they will be worth and Sell for £800 New York Currency we have also brought off the Arms and Military Stores of Said Smiths Company[3] I have also sent Over for a Shooner an exceeding Fine Vessell lately Possessed by sd Smiths Company, And Mr John Broom is to fit her out as a Privateer for the Halves if She is Condemned I expect in a Day or two to be Ordered to Head Quarters I Remain Your Most Affte Brother

Henry B. Livingston

Pray Excuse Haste –

I have just received an Aprobation of My Conduct in Genteel Terms from Govenor Trumbull and an Order to Proceed for Head Quarters –

Robert R: Livingston Esqr in Convention Fish Kills –

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1. NYHS.
2. The date is approximated.
3. For account of arms taken by Livingston, see Force, comp., *American Archives*, 5th, III, 1144.

NATHANIEL SHAW, JR. to GOVERNOR JONATHAN TRUMBULL[1]

Sir New London Septr 25th 1776

Inclos'd is a Certificate from the Committe of this Town to shew the Importation of Warlike Stores into this Port by Capt Merry Young in the Sloop *Bountifull,* which Sloop I Purchas'd & Gave thirty Six hundred pounds York currency for with Twelve Cannon and Twelve Swivels the Remainder of the Stores were Sold as p the Inclos'd Invoice, and he wants a Certificate or Permission to Export any kind of Goods for the Amount Agreeable to the Resolution of Congress which I beg you will procure and Incl[ose] to me, I think the Sloop may with Propriety Come in as she was fitted out as a Warlike Vessell – and you'l Oblige [&c.]

Nath^{l} Shaw Jun^{r}

P S she will not want to Carry much Provisions or Goods that are Prohibited.– N S –

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1. Conn. Arch., 1st Series, IX, 311, ConnSL.

Nathaniel Shaw, Jr. to Governor Jonathan Trumbull[1]

Sir New London, Sepr 25 1776

This Serves Just to let you know that the Ship *Oliver Cromwell* will be Ready to Sail as Soon as we Can git our People, Muskitts, Pistils & Cutlasses. the Row Galleys have a Sufficiency, & if your Honour Sends for them, I Suppose it will be done Imediately – The Brigg *Defence* is fitting as fast as Can be Expected, and it would forward the Affair much to have the Officers who are to Command her to be on the Spott – I hinted this in a letter I wrote to your Honour before, I am Sir [&c.]

Nath^{l} Shaw Jun^{r}

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1. Conn. Arch., 1st Series, X, 314, ConnSL.

"Pay Roll of Captain David Hawley's Company of Seamen raised in the State of Connecticut for the Naval Service of the American States in the Northern Department, commencing on the Day of their inlistment & ending the 25 Septemr 1776 agreeable to encouragement of first Mo advance wages – . . ." [1]

[Extract]

Officers & Seamens Names		when enter'd the Service	No Days from inlisting to Sept 5 Inclusive	Wages per mo	Total Amot of wages
David Hawley	Capt	Augt 9	48	192/	£ 15..7..2
John Fairweather	Lieut	19	38	120/	7.12..–
Ephraim Hawley	Do		38		7.12..–
Michael Jennings	Sea.		38	48/	3..0..9
Samuel Hawley	do		38		3..0..9
Andrew Patterson		24	33		2.12..9
Jesse Burr			33		2.12..9
Joseph Mather			33		2.12..9
William Brothwell			33		2.12..9
Mel Waklee			33		2.12..9
Samuel Hendricks			33		2.12..9
Enoch Lacey			33		2.12..9
Daniel Winifred			33		2.12..9
John Haye			33		2.12..9
William Duncomb			33		2.12..9
Abner Hendricks			33		2.12..9
John Lyon			33		2.12..9
Samuel Daniels		25	32		2.11..2
Samuel French			32		2.11..2
Peter Butler			32		2.11..2
Levy Goodrick			32		2.11..2

Saml Treedswell	32	2.11..2
Edmund Pulford	32	2.11..2
George Leemon	32	2.11..2
Darius Fisher	32	2.11..2
Squire Breadsley	32	2.11..2
		£ 91..6..2[2]

[Endorsed] Register Office Philadelphia 6 Janu 1784 Copy from the Original Pay Roll in this Office — Jos. Nourse Reg

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1. Conn. Arch., 1st Series, VI, 116, ConnSL.
2. Columns showing allowances for blankets, bounty for entering, etc. have been omitted from this extracted entry. The total bill was £275 .. 6 .. 0.

"Pay Roll of Captain Frederick Chapels Company of Seamen, raised in the State of Connecticut, for the Naval Service on the Lakes in the Northern Department commencing on the day of their Inlistment & ending the 25 Day of Septr Inclusive . . ." [1]

[Extract]

Officers & Seamens Names	when enter'd the Service	No Days from time of Inlisting to Sept 25	Wages per month	Amount of Wages
Fredrick Chapel Capt	Augt 9	48	192/	£ 57..7..2
Ephraim Goldsmith Lt	18	39	120/	7.16..–
Stephen G. Thatcher do	"	39		7.16..–
Samuel Little Seaman		39	48/	3..2..5
John Miller "		39		3..2..5
James Benham "		39		3..2..5
John Martin "		39		3..2..5
Joseph Hosmer "	25	32		2.11..2
Stephen Willson "		32		2.11..2
John Wilson "		32		2.11..2
Reuben Hadlock "		32		2.11..2
Frederick Standley "		32		2.11..2
Benjamin Almstead "		32		2.11..2
Benjamin Kenny "		32		2.11..2
John Wilcott "		32		2.11..2
Joseph Wise "		32		2.11..2
Benjamin Osborn "		32		2.11..2
Thomas Mix "		32		2.11..2
Amos Potter "		32		2.11..2
William Ives "		32		2.11..2
Benjamin Cook "		32		2.11..2
Abraham Sugdon "		32		2.11..2

Officers & Seamens Names		when enter'd the Service	No Days from time of Inlisting to Sept 25	Wages per month	Amount of Wages
Ebenezer Alling	"		32		2.11..2
Ephraim Hotchkiss	"	26	31		2..9..7
Robert Hotchkiss	"		31		2..9..7
Joseph Cooper	"		31		2..9..7
Nathaniel Stacey	"		31		2..9..7
Samuel Tharp	"		31		2..9..7
Clement Tuttle	"		31		2..9..7
Eliada Parker	"		31		2..9..7
Eliakim Parker	"		31		2..9..7
Joshua Parker	"		31		2..9..7
Levi Parker	"		31		2..9..7
Ebenezer Merry	"		31		2..9..7
Reuben Judd	"		31		2..9..7
Samuel Holmes	"		31		2..9..7
Abraham Hays	"		31		2..9..7
Nehemiah Knap	"		31		2..9..7
Samuel Morwin	"	23	34		2.14..5
John Gardner	"	26	31		2..9..7
James Taylor	"		31		2..9..7
Edward Neile	"		31		2..9..7
John Kelly	"		31		2..9..7
William Briggs	"		31		2..9..7
John Knap	"		31		2..9..7
					£ 182..3..2[2]

[Endorsed] (Copy from the Original), Register Office 6th January 1784
(signed) Jos. Nourse Reg.

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1. Conn. Arch., 1st Series, VI, 23a, ConnSL.
2. Columns showing bounty for entering, allowance for blankets, etc. have been omitted from this extracted item. The total bill was £ 498..8..8.

CAPTAIN RICHARD VARICK TO CAPTAIN JOHN HUNN[1]

Sir

Albany Septr 25th 1776

You will immediately embark on Board of three Batteaus and proceed with all possible Dispatch by Night and Day from this place to poghkepsie – where you will deliver the Letter directed to Messrs [Augustin] Lawrence and Tudor [Samuel Tuder] herewith delivered you and take on Board such Cables and Cordage as shall be delivered you by them – You will the[n] reimbark for this place without the least Delay. By order of the General

Rich^d Varick Secy

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1. Schuyler Papers, vol. 2, Letters & Orders, 18 April, 1776 – 29 June, 1777, NYPL.

Committee for Obstructing the Hudson River to Peter B. Livingston [1]

Poughkeepsie, Wednesday, 25th September, 1776.

Sir: We've obtained two sloops, two brigs, and two large ships, for the purpose of obstructing the channel at Fort Washington. One of the sloops, the *Clinton,* heretofore purchased by the Committee, we found here; the other we've ordered from Fort Montgomery. The two brigs are here also, one of which belongs to Malcom, Kip & Lott; the other is a New-England vessel, about one hundred and twenty tons burthen, loaded with wheat, staves, and a considerable quantity of inch boards. The wheat and staves we've ordered to be stored; but sent down the boards for publick use. The ships are in Esopus Creek; owners, Messrs. Franklin. They are two very fine vessels, in the building of which much extraordinary pains have been taken, both as to timber and workmanship. On our going there, we ordered them to be hauled out, and expect they will proceed to Fort Washington this day. The two sloops, the *Clinton* and that from Fort Montgomery, we think are almost arrived by this time, as the *Clinton* sailed yesterday, with a fair wind, and the other must have proceeded from the fort shortly after the *Clinton*'s arrival there; and as to the brigs, we shall be able to despatch them to-day also. The *Cambden,* Captain Castle, with near two thousand feet plank, and Captain Donaldson, with upwards of six thousand ditto, sailed yesterday also. The ships and brigs aforesaid we are to have appraised by the time they are ready to set off from here, and we imagine the ships will run very high.

Our stock of money is very low, and our contracts far exceeding the sum we were furnished with. The demands on this Committee are frequent and urgent. Upon these considerations, we hope the Convention will, by some means or other, furnish us with a further supply. We are, sir [&c.]

Robt. Yates, Chairman.

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1. Force, comp., *American Archives,* 5th, III, 204. Livingston was President of the New York Convention.

Journal of the New York Committee of Safety[1]

Wednesday Morning, [Fishkill] Septr. 25th, 1776.

A letter from Messrs. Clark and Nightingale, dated Providence, September the 16th, relative to two prizes, to wit: The brig *Temple,* from a whaling voyage, and a Bermudian sloop, both taken on the south side of Long island by the armed Continental sloops *Schuyler* and *Miflin,* and the armed sloop *Montgomerie,* fitted out by the State of New-York. A state of the case of the brig, drawn up by a lawyer, was also enclosed, were respectively read and filed.

Ordered, That the said letter be referred to the Convention on their first meeting.

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1. *New York Provincial Congress,* I, 642.

JOURNAL OF H.M.S. *Eagle,* CAPTAIN HENRY DUNCAN[1]

Sepr 1776 At Single Anchor off Do [Bedloe's Island]

Wednesdy 25th At 9 AM unmoor'd Ship took up the Best Bower & hove into ½ a Cable on the Small Bower At Noon Punished William Lacey and Dougal M'Kenzie Seamen with a Dozen lashes each for Drunkeness

The first part Light Breezes & Clear, Middle & latter Modr & Clear, At 4 PM Weighed & Run up near the Town, At 6 Anchor'd with the Bt Br in 11 fm water Veered away & Moored Ship a Cable each way when Moored the Flagstaff on the Fort at New York EbN¼N Bedlows Island SWbW Bargan Church NW¼W[2] at 12 Anchor'd here the *Tartar*

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1. NMM, Admiralty L/E/11.
2. "In the afternoon, the *Eagle* moved up near to the Fort & Town; The Admiral [Howe] having taken a House, designing to make up his Winter-Quarters in New York." Tatum, ed., *Serle's Journal,* September 25, 1776, 113.

AMBROSE SERLE TO LORD DARTMOUTH[1]

My Lord,

I had the Honor in my last Letter of the 5th of Septr. to acquaint Your Lordship with the Success of His Majesty's Arms upon Long Island: I now beg leave to congratulate You on the entire Possession of New York City, and almost all the Island on which it stands; which, together with Long and Staten Islands, now reduced, form the principal and most important Parts of the Colony, and on which eventually all the others do and must depend.

On the 7th of September and the five or six following Days, the Fleet was busily employed in fitting, manning and carrying up their flat-bottomed Boats to the Place of Embarkation, which was at or near Bushwyck Creek upon the East River, or rather Branch of the Sound which divides New York Island from Long Island & the Continent towards the East.

The Engineers opened a Battery, on the 12th against a strong Post of the Rebels on the opposite Shore, near the intended Place of Debarkation, and a warm Cannonade was maintained on both Sides for two or three Hours. What Damage was done to the Rebels, beside beating their Battery into Ruins, we know not, but we suffered no Loss on our Part, except one Sailor, who was killed by a Cannon Ball as he lay sleeping on the Grass. — Capt. [Thomas] Wilkinson arrived on this Day from Quebec in the *Pearl,* and brought agreeable News from the North and about 500 Prisoners, with whom, as well as with those taken before; the Commanders of the Fleet and Army scarce know what to do. To keep them is expensive; to dismiss them dangerous.

The next Morning, after another Cannonade, the Troops took Possession of two Islands in the East River very near the Rebel Fortifications.

In the Afternoon, the *Phoenix* and *Roebuck* of 44 Guns each, the *Orpheus* of 32, and the *Carysfort* of 28 Guns, sailed up the East River to Bushwyck Creek. The Rebels fired a few Guns from the Fort and their Batteries along the Shore, as the Ships went up; but they passed on in silent Contempt without returning their Fire, and with the Loss of only one Man. Our Batteries, in the meantime, played upon the Enemy from Governor's Island and from the Heights of Brookland opposite the Eastern Shore of the Town. These Batteries were originally constructed by the Rebels with such immense Labor and Art, that they seem almost impregnable. Next to the Works themselves, nothing astonishes our People more than their sudden and uncontested Abandonment.

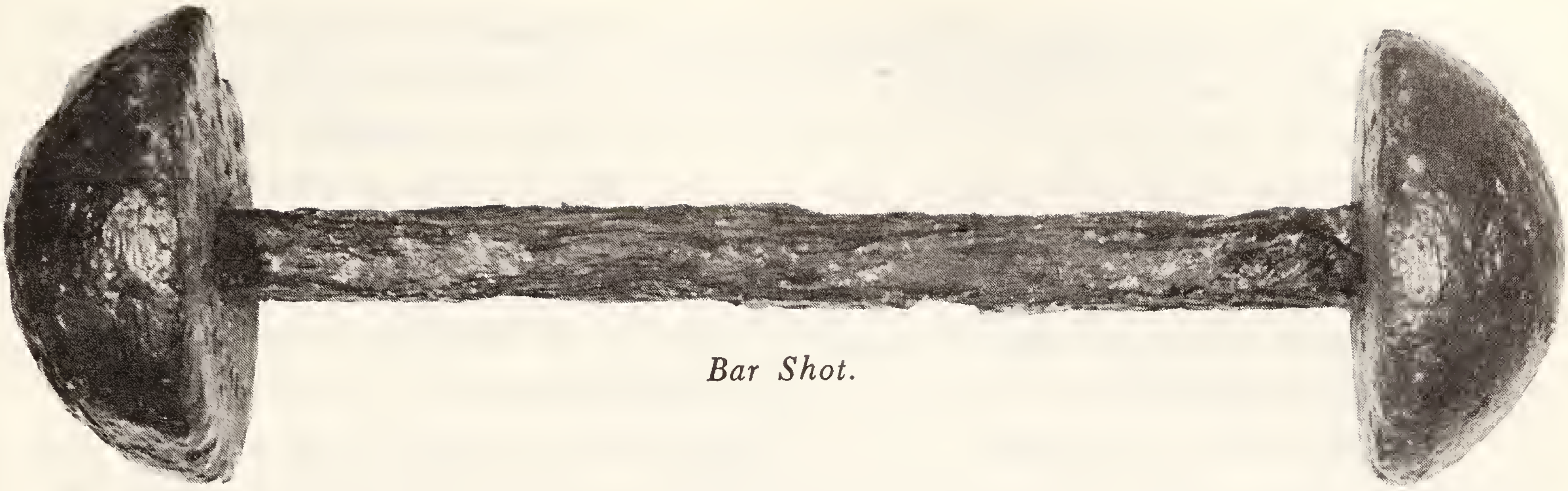
Many Deserters from the Rebels have daily come over. They all concur in representing the Jealousy, Discontent and Fears, which prevail among them, and the cruel and compulsive Methods they have taken to keep up their Army. Though their Leaders endeavour to conceal or exaggerate their Numbers, 'tis not found, that they make or have made at any time more than 30,000 Men, notwithstanding their vaunted Ability of bringing 80 or 100,000 into the Field. That this is an empty Bravado, calculated to amuse, it is sufficient to mention, that though they have draughted, at two several Times into their Army, every fourth Man in this Colony, capable of bearing Arms; they were obliged to impress them by Force, and to keep them by the strictest Compulsion. From almost all the Provinces they have dragged them (as it were) to the Camp; nor have they many real Volunteers but from the New England Colonies. They have fed their Troops tolerably well, but their Pay has been very irregular and is much in Arrear, and their Clothing wretched.

In the Morning of the 15th the *Renown* of 50 Guns, and the *Repulse* and *Pearl* of 32 each, with a Schooner, sailed up the North River to invest the Town, and to draw off the Attention of the Rebels on that Side, while the Debarkation under five other Ships of War was effecting on the other. The Morning was clear, the Tide served, and there was a fresh Breeze. The Rebels all-alarmed, began a Cannonade as furiously as they could, but with very little Effect, as their Guns were but indifferently served. As these were the grand Batteries of the Enemy, of which they had boasted that no Vessel could possibly come near them, the Ships returned a most heavy Fire of round and grape Shot, and passed to their Station with the Loss of one Man killed and three or four wounded. Removing from one's Thoughts the melancholy Seriousness of the Business, the Hills, Woods, Town, River, Ships, and Pillars of Smoke, illuminated by a brilliant Morning, formed the finest Landscape that the Imagination can conceive. Soon afterwards, a most tremendous Discharge of Cannon was made by the Men of War on the opposite Shore in the East River, under Cover of which the Troops were landed with great Ease and Dispatch, and without the least Opposition. A Feint was made, at the same Time, about 3 or 4 Miles higher up; so that the Rebels were distracted to know, which to oppose or which way to run. They retired towards the Northern Part of the Island with great Precipitation, where, as their last Resource, they had constructed the strongest of their Works upon very advantageous Ground; though, indeed, the Island itself is covered and intersected with Fortifications from one End to the other. In the Afternoon, His Majesty's Colors were hoisted upon the Fort, instead of the Rebel Standard, which some Women had previously taken down and torn in Pieces.

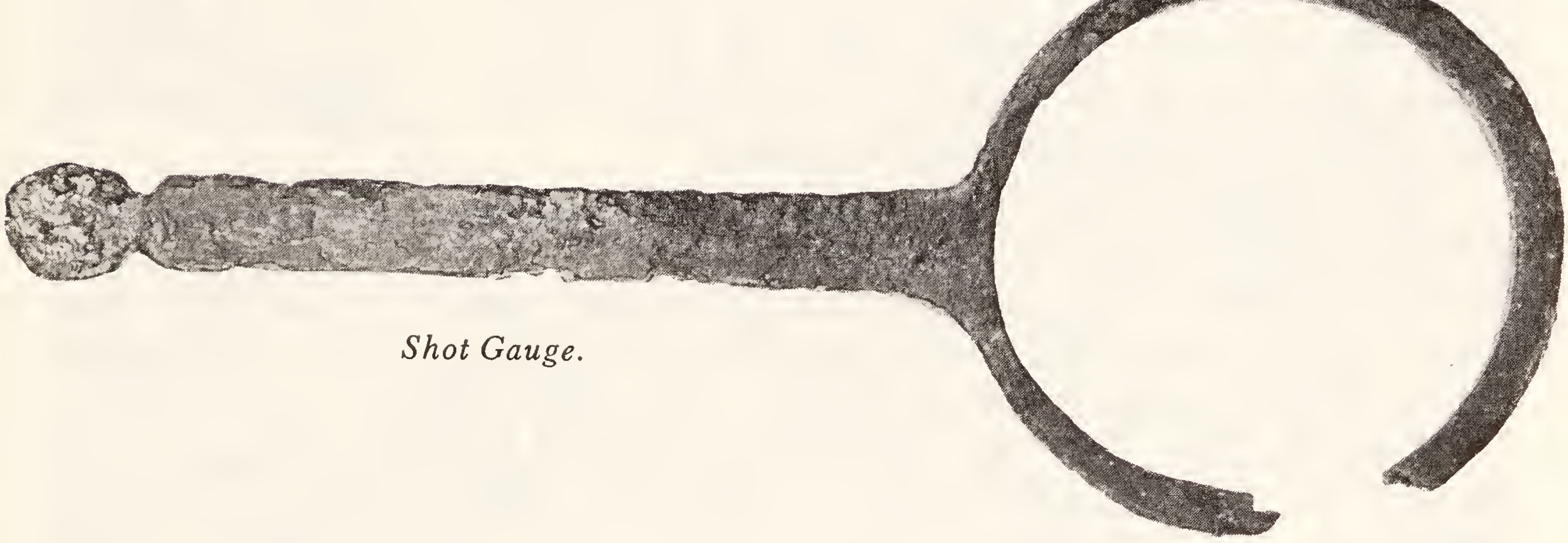
Nothing could exceed the extravagant Joy of the People left in New York, on their Release from the Tyranny of the Rebels. They chaired some of the King's Officers up and down the Streets, amidst Shouts and Acclamations. They could not demonstrate their Satisfaction by ringing the Bells; for these the New England Rebels, among other things, had plundered away. I believe His Majesty's Name was scarce ever so loudly or so affectionately shouted, as it was in this and the ensuing Day in the Streets of New York.

The Rebels made a Stand behind the Redoubts of their great Work towards Kingsbridge, as there was nothing behind them wch threatened to cut off their Retreat. Two or three Companies of our Light Infantry, in the Heightt of that Ardor and Impetuosity, which sometimes forgets even Discipline itself, pressed upon the Rebels to the very Cover of their Lines, suffered a little, and would have suffered more but for the Magnanimity & Heroism of the Grenadiers and Highlanders, who ran (it is said) about two Miles in 15 Minutes to their Relief. The Rebels, seeing the Smallness of their Number, came out of their Works by Thousands in order to cut them off. The little Party, with the greatest Bravery, kept their Ground till the Relief came up; They then retreated and the Rebels advanced, till two Field-Pieces, with the Grenadiers and Highlanders, which the General concealed till they were within 30 Yards Distance took them full in Flank, when they immediately ran with the utmost Confusion to their Works, leaving many dead behind them. We had 9 Men killed and about 80 wounded in this Affair. The Officers hope, that this will be an Instruction to the Soldiers in future not to go beyond or faster than their Command; an Error, which partly from Contempt of the Rebels, and partly from the Heat of Resentment, they have been too apt to fall into. The Confidence of the Fleet and Army in their two great Commanders seems equally affectionate and unbounded. I speak the Sentiments of every Body here, when I say, that the Choice of them was the wisest and the happiest for Great Britain that could have been devised.

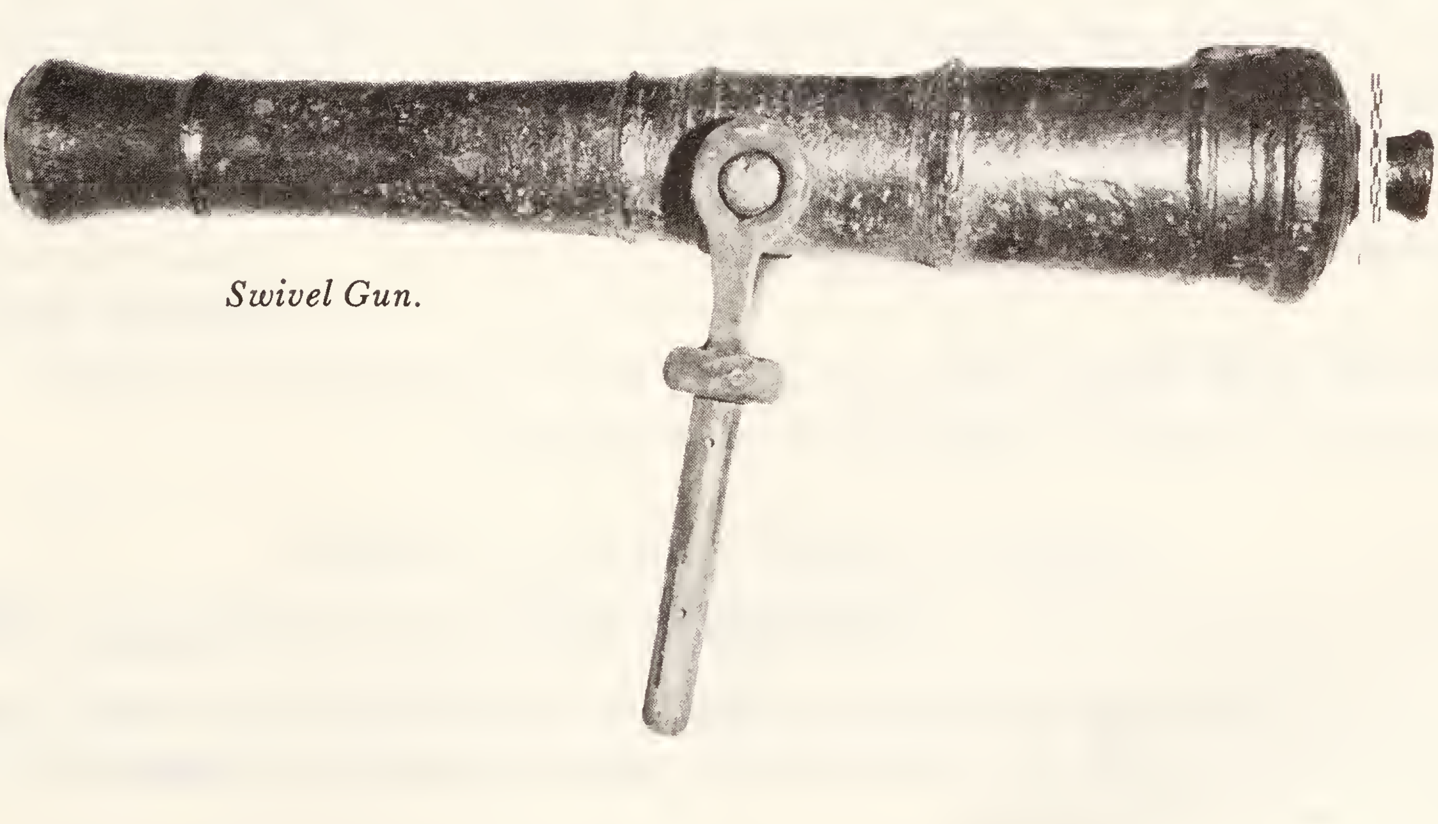
Great Numbers of Emigrants, particularly Irish, are in the Rebel Army, some by Choice and many for mere Subsistence. They have also many transported Felons, who have exchanged Ignominy and Servitude, for a Sort of Honor and Ease, by entering among them. This is a further Argument against the Transportation of such People from England in future. Confinement to hard Labor at Home might answer some valuable Purpose there, and would be a real Punishment to the Convicts: Here, they do Great Britain much Injury, by bringing over Numbers and Trades, and so adding Strength, already too great, to the Force of America against her.



Bar Shot.



Shot Gauge.



Swivel Gun.

We hope for General Burgoyne and his powerful Army in a short Time; as, by the last Advices, he was passing, and now must have passed, the Lakes above Albany. It is understood, through the Rebels themselves, that their late Affair in Canada, has not cost them, through the Sword and Disease, much fewer than 5000 Men.

I will say nothing about the Attempts to effectuate the Civil Commission, as Your Lordship will, I presume, with more Propriety and Precision, receive due Information through the official Channel.

On the 23d of September, three Frigates and a Bomb were sent against Powley's Hook, which lies opposite the Town on the North River. They covered a Debarkation of about 450 Men, who took this Post, fortified strongly as all the others have been, without a Blow; the Rebels, in two large Bodies, running away upon the first Motion to approach them.

I am happy to inform Your Lordship, that the Fleet and Army are comfortably supplied with fresh Provisions and Vegetables from the recovered Territories, and that there is no Probability at present of exhausting our Resources of that kind: This will be a great Saving to Government, as well as Benefit to the Troops. It may be hoped, that, in another Year, we shall want but little Provisions from Home.

We wish exceedingly for the second Embarkation of the Hessians; but, as we learned by Capt. [Thomas] Jordan of the *Galatea,* who left Plymouth on the 10th of July, that they were not then sailed from England, there is no reason to expect them here soon enough for Service in this Campaign: The *Galatea,* though a very fast Sailer, was full 9 Weeks in her Passage.

Some Villains, who had concealed themselves for the purpose, set the Town on Fire in several Places in the Night of the 20th instant. The Flames spread with great Rapidity, the Wind being high, and the Houses chiefly covered with Shingles. 'Tis supposed, about a fifth Part of the Town is consumed. Every possible Precaution is taken to prevent the like in future.

The Rebels have left many Cannon, some say above 60 in all, chiefly old Pieces, behind them in their several Retreats, a Magazine of 5000 Barrels of Flour [*sic* powder], and great Quantities of Shot with some Ammunition. Upon the whole, the King's Forces have obtained with Ease and Advantage, and in a short Time, what, from a Review of the Works and Preparations of the Rebels, it might have been thought, would have cost them at least a whole Campaign. I have the Honor to be, with the warmest Gratitude and Respect, My Lord, [&c.]

Ambrose Serle.

New York, 25th Sept. 1776.

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1. Stevens, ed., *Facsimiles,* No. 2043.

Journal of the Continental Congress[1]

[Philadelphia] Wednesday, September 25, 1776

The committee appointed to hear and determine upon the appeal against the sentence of condemnation passed upon the schooner *Thistle,* having reversed the decree, *Resolved,* That a passport and safe conduct be granted to Charles Roberts, master of the schooner *Thistle,* for himself and the said schooner, for the space of 60 days.

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1. Ford, ed., *JCC,* V, 818, 827.

Pennsylvania Journal, Wednesday, September 25, 1776

Philadelphia [September 25].

Extract of a letter from Ticonderoga.

A letter from General Gates, enclosing one from Gen: Arnold, is just received, which acquaints us, that our fleet is safe, and that a party of our sailors, who had imprudently trusted themselves on shore, were attacked by a number of savages, at Wind Mill Point, about 90 miles from Crown Point – In the skirmish three of our men were killed and five wounded. – The Indians afterwards coming near the shore of the lake, several cannon were discharged at them, which dispersed them, and must have been the firing heard by Colonel [Thomas] Hartley. – Gen. Arnold imagines the enemy will double man all their batteaus and attempt to board the gundalos, and has begged an addition to the fleet. More row-gallies and gundalous are building, and will shortly be fit for action. As a further addition several double manned batteaus are to be sent him, with a swivel on each side, to fight under cover of the larger metal; by this means our fleet on Lake Champlain will soon make a very respectable appearance, and give Carleton, with his Hessians, Westphalians, Waldeckers, and other mercenaries, more trouble in crossing the Lakes to Ticonderoga than they at first expected; indeed several hundred of the enemy were advanced as far on their journey as the Isle aux Fate, but precipitately fled at the approach of our Navy.

Maryland Journal, Wednesday, September 25, 1776

Baltimore [September 25].

One of the Prize Ships, taken by the *Harlequin,* Capt. [William] Woolsey, of this Port, is arrived at Chinquetague and most of her Cargo safely landed.[1]

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[1] The ship *Caroline.*

Maryland Council of Safety to the Secret Committee of the Continental Congress[1]

No 193

Gentn Your favor of the 13th we only received the 23rd inst; the delay was occasioned by y[ou]r letters being delivered to a member of our Board, who resides on the Eastern Shore, which through hurry of business for Some time escaped his memory. –

We have ordered our Commissary of Stores at Baltimore Town to deliver one Ton of Powder to Messrs Lux, Proviance & Stewart for proving the Cannon intended for the Frigate,[2] & the further quantity that you desire for the use of her, shall be supplied, when she is ready, – should it not in the mean Time be convenient for you to send it from Philadelphia. – It is true, that we have a considerable quantity of Powder at Baltimore Town; but as we have and are equipping 16 armed vessels of one Sort or other, we shall in all probability have use for all the Powder we have by us, and indeed more. –

Upon all occasions we have furnished the Honble Congress & our neighbours with whatever has been requested of us, and we wish the same measure had been dealt out to us; if it had, we should not have been deny'd 14 p[iece]s of Canvass, which we were in the greatest want of, to compleat the Sails for Some armed vessels that we were fitting out, and for want of it, we have been obliged to substitute Ozns – had we christened our own Child first. – We could not have let Congress & our Friends of Virga have had 240 ps Sail Duck, nor yet the Canon, Musqts &c, which we Supply'd for the *Hornet* and *Wasp*.[3]

You will be pleased to excuse our reminding yr Board of these things, for we are exceedingly hurt by it's refusing us so trifling a Quantity of Canvass, at a Time, when we were informed, that not less than 2,000 Bolts were imported to Phila by Congress in one vessel. We are &c:

[Annapolis] 25th Sepr 1776

1. Council of Safety Letter Book, No. 1, Md. Arch.
2. Continental frigate *Virginia*.
3. The Continental sloop *Hornet* and schooner *Wasp* outfitted in Baltimore.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN JAMES NICHOLSON [1]

No 189.

Sir, We wish to avoid being thought troublesome, but conceiving it to be indispensibly our duty to have all Accts with this Board adjusted as Speedily as possible, are obliged again to repeat our Request, that you will immediately render us a compleat Acct of all pecuniary Matters, which you have had the transaction of, relative to the ship *Defence,* Since you took the Command of her – The Sooner this Matter is brought to a Conclusion, the better, as our Convention, as well as this Board are anxious to have these Accts adjusted, and yr Attention to the Frigate[2] may render it more inconvenient to you some time hence. We are &c:

[Annapolis] Sepr 25th 1776.

1. Council of Safety Letter Book, No. 1, Md. Arch.
2. Continental frigate *Virginia*.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Wednesday, 25th September 1776.

William Lux Esquire of Baltimore having informed the Board that Captain Lilly being in want of Sail Cloth for the Brigg *Revenge* he had supplied him with eleven Pieces of Duck and desiring to have it immediately returned him; it is ordered that the Commissary of Stores send the same by Captain Eleazer Callendor, which was signified by Letter to Mr. Lux.

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[1] McIlwaine, ed., *Journals of the Virginia Council,* I, 174.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Wednesday 25th Septr 1776. –

Ordered that a Warrant Issue to Thomas Hughes for Two hundred and eight pounds five shillings for the use of Alexander Sinclair for Hemp furnished Capt Charles Thomas for the use of the Rope-Walk.

Ordered that a Warrant Issue to Moses Hunter for the use of Thadeus Bowland for Eighty three Pounds three shillings and one penny for Spirits furnished John Rogers for the use of the Workmen at Portsmouth –

Ordered that Mr Joseph Hawkins deliver unto Capt [Alexander] Guthrie two Barrells of Pork and that Joel Childers deliver unto the said Guthrie one Barrell of Bread, for the use of the Schooner Flat *Peace & Plenty.*

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[1] Navy Board Journal, 62–63, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN ELEAZER CALLENDER OF THE *Defiance* [1]

Sir, Williamsburg 25th Sepr 1776 –

You are immediately to proceed with your Vessel to Portsmouth then to wait on the Commanding Officer at that place and inform him that you are ready to assist in carrying the Troops up the Bay, after you have deliver'd the Troops you are to proceed to Baltimore and there to deliver unto Messrs Lux and Bowley eleven pieces of Duck which you will receive from Lieut. Bowling of the Schooner Flat, *Peace and plenty* and from thence you are to return to York Town, and upon your arrival there give us immediate Notice.

(Signd) Thom^{s} Whiting

NB. You are to leave your Marines
at york Town untill you return

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[1] Navy Board Letter Book, VSL.

JOURNAL OF THE SOUTH CAROLINA GENERAL ASSEMBLY [1]

[Charleston] Wednesday the 25th of September. 1776

The Order of the Day being read. . .

A Petition of John Berwick Esquire was presented to the House and read in the words following

That on or about the night of the 16th of July last while your Petitioner was called from the Care of his private Concerns and bearing Arms in Charles Town in Defence of this State against the cruel Invaders of its just Rights and Priviledges an armed Vessel supposed to be that commanded by Captain Osborn commissioned by the Province of East Florida to cruize against the United States of America landed his men and carried off by violence Eight of his most valuable Slaves compelling the Overseers Wife to conduct them to those Houses where the best of his negroes were known to reside to the great Injury of the Estate of your Petitioner said Slaves together with a Loss sustained in his Crop being in the Opinion of your Petitioner to the value of Seven Thousand Pounds Currency at a moderate Computation

Your Petitioner also begs Leave to represent to the House that he is well informed that John Moultrie Esquire Lieutenant Governor of East-Florida from whence the said piratical cruizer was commissioned and John Stuart Esquire late Superintendent of Indian Affairs are possessed of certain Estates or other Property within this State and the said John Moultrie and John Stuart Esquires having taken an active Part with our Enemies against these United States

Your Petitioner therefore encouraged by some recent Precedents in which Individuals have been permitted to make Reprisals and to indemnify themselves for their Losses by seizing upon the Property of the Enemy within this State prays that the House would take the Premises into Consideration and enable your Petitioner to attach and convert to his own use so much of the Property or Effects of the said John Moultrie or John Stuart Esquires or any other known Enemy of this State and of the Liberties of America in general found within this State as shall fully indemnify him for his great Losses or that the House would be pleased to grant your Petitioner such other mode of Redress as to their wisdom may seem more fit and proper

Ordered That the Petition be referred to a Committee

Ordered That the Honourable Mr [John] Edwards and Captain Joiner do wait on the President to acquaint him that this House and the Honourable the Legislative Council have jointly by Ballot duly elected James Dogharty Esquire Captain and Commander of the armed Brigantine *Comet* belonging to this State and to request that His Excellency will be pleased to cause him to be sent for Express and to commissionate him accordingly

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1. Salley, ed., *South Carolina General Assembly Journals,* 47, 48, 51.

Journal of H.M.S. *Maidstone,* Captain Alan Gardner[1]

[September 1776] Wednesday. 25	Running thro' the Turks Island Passage. – AM 1 Saw a Sail in the SE. Gave Chace – 2 and 3 TKd Ship. Fired a Gun and brot too a Sloop from Cape Francois to – under Dutch Colours said to be Bound for St Eustatia with Molasses and Rum, mann'd with Americans; no Dutchmen, and no Papers only an old Dutch Register, & Seized her, took out the Master and Men, Sent a Mate and 4 Men to take Charge of her.[2]

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1. PRO, Admiralty 51/572.
2. Sloop *Dolphin,* see Gayton's Prize List under October 8.

26 Sept.

Journal of the Massachusetts Council[1]

[Watertown] Thursday Septemr 26, 1776

On Motion Ordered Thomas Cushing Esqr be directed to make some Alterations in the Orders agreed upon by the Board last Saturday to Capt John Clouston Commander of the Armed Sloop *Freedom* and that similar Orders be given to Capt [Simeon] Sampson Commander of the Brig *Independence* as Also similar Orders be given to Capt John Foster Williams Commander of the Sloop [*Republic*].[2]

On Motion Ordered That the Secretary be directed to apply to Mr Edes Printer and get printed forwith 1000 Copies of General Instructions agreed upon in Congress April 3d last to the Commanders of private Ships or Vessels of War authorizing them to make Captures of British Vessels and Cargoes.

Simeon Sampson's Muster Roll of Officers and Men on board the Brig *Independence* to the 22d September last Read and Ordered that a Warrant be drawn on the Treasury for £ 670 – in part of Wages due on said Roll a Warrant was drawn accordingly and Signed by 15 of the Council.

Letter from the Honorable William Seaver Esqr relative to some Repairs wanting to the Brigt *Independence* as Also some Provisions Read and Ordered That the Honorable Mr Seaver be appointed Agent and he hereby is directed to supply the said Brig with such Stores and other Articles as may be necessary to equip said Brig for the Sea. Ordered the Secretary draft an Order for this Purpose which was read and Accepted.

Bonds being given by Walter Hatch Simeon Sampson and Samuel Nutting a Commision was issued out to the said Walter Hatch as Commander of the Schooner *Hope.*

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1. Mass. Arch., vol. 19, 247, 248, 249.
2. See Council to Captain Clouston, September 20.

ORDER OF THE MASSACHUSETTS COUNCIL APPOINTING WILLIAM SEVER AGENT FOR THE MASSACHUSETTS STATE BRIG *Independence*[1]

In Council [Watertown] Sept 26th 1776

Ordered – That the Hon'ble William Seaver Esq. be appointed to provide the armed Vessel commanded by Simeon Sampson with Such Stores and other Articles as may be necessary to equip Said Vessel for the Sea and the Commissary is hereby directed to supply said Vessell out of the Public Store with Such things as by said Mr Seaver shall be required of him.

John Avery Dpy Secy

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[1] Mass. Arch., vol. 165, 285.

PETITION FOR COMMISSION FOR WALTER HATCH TO COMMAND THE MASSACHUSETTS PRIVATEER SCHOONER *Hope*[1]

State of Massachusetts Bay –

To the Honble the Council of Massachusetts Bay –

The Petition of Watson and Spooner, Saml Jackson & Jno Grey in the Town of Plymouth, In behalf of themselves & Others Owners of the Schooner *Hope,* Burthen'd About forty Seven Tons, Armed with Five three Pounders and Ten Swivels – Three hundred wt Powder, One hundred 3 lb & 20 double head'd Shott, 300 Swivel Shott 40 2½ lb do 800 Grape Shott – Provisions, 25 Bbls Pork & Beef and 2000 Bread, Navigated By 45 Men, Walter Hatch Commander, is designed to Cruise Against the Enemies of the United States of America

Your Petitioners Would therefore humbly request Your honors, to Commission the said Vessel & Capt for the purpose Aforesaid, and Your Petitioners as in duty Bound shall ever pray –

N B John Churchill firs Leut
Solomon Whitton 2 Leut
Sibeline White Master

Watson & Spooner
Sam^{l} Jackson
John Gr[a]y

[Endorsed] In Council [Watertown] Sept 26th 1776 Read & Ordered that a Commission be issued out to the above named Walter Hatch, he complying with the Resolves of Congress

J^{no} Avery Dpy Secy

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[1] Mass. Arch., vol. 165, 286.

ORDER OF THE MASSACHUSETTS COUNCIL TO THE BOSTON COMMITTEE OF SAFETY REGARDING THE SHIP *William*[1]

In Council [Watertown] Sepr 26, 1776 –

Ordered That the Committee of Safety Inspection &c of the Town of Boston, be, & they hereby are Directed to Deliver to Mr William Ross owner of the ship *William* (Lately the *Creighton*) the sails, or any other Articles now in their Possession belonging to said ship, And the said Committee are further Directed, Carefully to Inspect the said ship, & to take Care that no one Person takes Passage in the said ship but such as have a Certificate in Writing under the hand of the Secretary of this State or his Deputy Certifying that Liberty has been Granted them for that Purpose.[2] And the said Committee are also Directed to see that no other[s] but such as Produce a Certificate as aforesaid take passage in said Vessell, And the Committee are Directed to Permitt Mr Ross to take onboard as Provision for the Voyage Such Articles named in a Bill of Stores this Day Deliver'd Mr Ross signed by the Secretary, which has been alo[w]ed by this Board – & the Committee are also Directed to Return a List of the names of the Persons who shall actually Sail in the said ship to this Board as soon as may be.[3]

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1. Mass. Arch., vol. 165, 278.
2. See following entries.
3. To sail for England.

List of Persons Permitted to Sail in the Ship *William* for England [1]

[September 26]

Willm Ross & Wife } 3 Children & 3 Servts
Nathl Morgan dead
Paxton Hatch
~~Hugh Munro & Servts & Black Woman & Boy~~
George Campbell & a Black Boy } 21 Augt
John Barslet & White Boy & Girl
John Grant & White Serv[t]
William Jones inquire relative
Wm Pringle to Kennedy
James Dillon
Willm Le[s]ly Wife & 2 Children
Joseph Dowse
Thos Cragg & Servt
Walter Logan Wife & Son
~~Ann [illegible]~~
George Keys
Mainsweet Walrond & Servt
Philip Hicks & Servt
Charles Grant & Servt
Eliz[a] Fenton w[th] her 3 Children & one Servt
Willm Williams a free Negro
Patrick Power
Willm Barret a free Negro
Capt Lionel Bradstreet
George Ashburne
John Frazier
Willm Jenkins w[th] his Servt Boy

Robert Browne
John Moon
John Stalker
Peter Gourlay
Adam High
Thos Lemon
Wm Pascall
John Brown
John Emmes
J. B. Barnard
Danl Donovan & Servt
Mark Sedden & Servt
George Bates
Hugh Walker
Arc[h] Bog
Robt Park
Charles Reid
Alexr Tough
Thos Mahoney[2]

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1. Mass. Arch., vol. 165, 111.
2. *Ibid.*, 282–83, 288, 297, additional names were added to the passenger list this date: James Hodges, William Emle, James McGill, Alexander Lidell and Thomas Cromarty. And, on September 27, Jonathan Dudfield and "a Young Son with him about six Years old & a Black Boy" were granted premission to leave.

STORES PERMITTED BY THE MASSACHUSETTS COUNCIL ON BOARD THE SHIP *William*[1]

In Councill [Watertown] Sept 26, 1776 –

Ordered that Mr Ross be Permitted to take onboard the ship *William* the Articles hereafter named as Provisions for the Voyage.

4 Tr[ce]s & 4 blls Salt Beeff
2 blls Pork & 1 bll Pease
1 bll Herrings & 1 do Meal
2000 lb Bread 3 firkins of Butter & 2 boxes Candles
20 Sheep 30 young Sho[a]ts, 12 dozn fowls, 3 dozn Geese & 100 lb fish
100 lb Coffee 6 lb Tea 200 lb Sugar 12 Cheeses & 12 Hams
1 hhd Madeira & 1 hhd Porter in bottles, 40 Galls Rum 6 Casks Cyder
2 Cases Gin – 100 lb Spare rope
A few Vegetables of difft kinds
50,000 Galls water
Hay & Corn for the live Stock
1 Chaldron Coals & fire wood –

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1. Mass. Arch., vol. 165, 110.

Independent Chronicle, THURSDAY, SEPTEMBER 26, 1776

[Boston, September 26]

Last Tuesday the *Washington* Privateer sent into Newbury-Port a Prize Bark, one of the Enemy's Transports, bound from the British Fleet at New-York, to St. Vincents. Her Cargo consists of Provisions and some other Stores.[1]

Last Sunday was sent into Providence, by Capt. Munroe, the prize ship *Blaze Castle,* from Barbados, bound for London, having on board 100 Pipes Madeira Wine, 120 Hogsheads Sugar, 18000 Weight Whale-Bone, 120 Barrels Oil, &c.[2]

Last Thurday Afternoon arrived in this Harbour the prize ship *Venus,* from Honduras, about 200 tons burthen, taken by Elijah Freeman Paine, in the schooner *Eagle,* from Providence, on the 23d August at Night, in Lat. 35, Long. 57, W. Her Cargo consists of 100 Tons of chip Logwood, 400 Logs of Mahogony, and 150 Weight of Turtle-Shell. The next Day Capt. Paine discovered a Brigantine, gave Chase, and took her: she was from Virginia, bound to Hamburgh, laden with Tobacco, belonging to one Smith of that Place; but by the Papers and Letters found on board, it appeared she was destined for London.[3]

Last Monday was also sent into this Harbour by the *Eagle,* Capt. Paine, a Ship of 160 Tons, from Grenada, bound for London, having on board 150 Puncheons of Rum, 109 Hogsheads of Sugar, some Cotton, &c.[4]

A Letter from Providence, of 23d Instant, says, "The *Columbus* Vessel of War, has sent a prize Brig into Newport, loaded with Lumber, bound for Europe."[5]

Yesterday morning a Sloop, laden with dry Fish, was carried into Salem, by Capt. [Samuel] Waters, in the schooner *Dolphin,* mounting only six Swivels.[6]

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1. The ship *Georgia Diana* taken by the Massachusetts privateer schooner *Washington,* Captain Nathaniel Odiorne.
2. Captain James Munro of the Rhode Island privateer sloop *Sally.*
3. The brig *Fanny,* Captain William Tokely, loaded on account of the Secret Committee, sailed from Virginia in July. On August 24 Payne took her and carried her into Plymouth, but did not libel against her. There was much subsequent dispute regarding this brig.
4. The ship *Caledonia.*
5. The brig was not a prize of the *Columbus.*
6. The schooner *Prosperity.*

Continental Journal, THURSDAY, SEPTEMBER 26, 1776

Boston, September 26.

On the 31st of August last was taken by the Schooner *Hannah and Molly,* and the *Dolphin* privateers, and carried into Frenchman's Bay, the Brigantine *Royal George,* commanded by Dennis Doyle, having on board the following articles, viz. 200 tierces of Pork, 231 barrels of Beef, 270 firkins of Butter, 169 barrels of Oatmeal, 11 tierces of Beef, 1 crock of Butter, 25 sacks split Peas, 25 boxes Candles, 30 boxes of Soap, 20 barrels Pork: she was bound from Waterford in Ireland to Hallifax, out 10 weeks, brings no news, excepting that they had an account in Ireland, that the British troops had taken possession of the greatest part of Philadelphia, and had taken the Continental Congress prisoners.

Yesterday Capt. [Nathaniel] Odiorne, in the *Washington* privateer, carried into Newbury-Port, a bark from New York, bound to St. Vincent's, with provisions for 120 men for 6 months. – She sailed in company with 5 or 6 transports, under convoy of the *Solebay* frigate, in order to fetch troops from thence.

A French schooner which sailed from Newbury-Port, about a month ago, was taken by one of the ministerial pirates, re-taken by the *Washington* privateer, from thence, and is now safe arrived there.

LIBELS FILED AGAINST VARIOUS PRIZES IN THE MASSACHUSETTS ADMIRALTY COURT[1]

State of Massachusetts-Bay
Middle District, ss } To all whom it may concern.

Notice is hereby given, That Libels are filed before me, against the following Vessels, their Cargoes and Appurtenances; to wit: — in Behalf of the Officers, Marines and Mariners of the armed Sloop called the *Rover,* and the Owners thereof, against the Sloop *James,* of about sixty Tons burthen, laden with Tobacco and Turpentine, and commanded by one Thomas Barker, an Officer of the *Ranger* Sloop of War, by which the said Sloop *James* had been before taken from some of the Inhabitants of the United States of America: — In Behalf of Captain Sampson and his Company of the armed Brigantine *Independence,* in the Service of the State of the Massachusetts-Bay, against the Brigantine called the *Nabby,* burthened about 150 Tons, Jonathan Mason, late Master: — In behalf of William Cows [*sic* Coas] and Company of the armed Schooner *Warren,* and the Owners thereof, against the ship *Picary,* burthened about 300 Tons, Breholt Cleveland, late Master; and against the Brigantine *Swallow,* burthened about seventy Tons, Benjamin Griffiths, late Master: — In Behalf of the Officers, Marines, Mariners and Owners of the Privateer Schooner *Washington* against the ship *Georgia Diana,* Peter Regan, late Master: — In behalf of Capt. Nathaniel Perley and his Company, and the Owners of the armed Schooner *Success* against the Sloop *Hero,* of about seventy Tons, Jabez Perkins, late Master; and against the Sloop *Lord Howe,* burthened about 60 Tons, Elisha Coffin late Master: — In behalf of Capt. John Fisk and his Company, in the armed Sloop *Tyrannicide,* in the Service of this State, against the Snow *Anna,* of about 90 Tons Burthen, Jonathan Dudfield, late Master: — In Behalf of Capt. Daniel Waters and his Company, in the Continental armed Schooner *Lee,* against the Sloop *Betsey,* of about 60 Tons burthen, which has been before taken by the *Milford* Man of War from some of the Inhabitants of the American States. All which Vessels, their Cargoes and Appurtenances, so libelled, are said to have been taken and brought into the Middle-District aforesaid.

And for the Trial of the Justice of these Captures, the Maritime Court for the said Middle-District, will be held at Salem, in the County of Essex on *Tuesday,* the *Fifteenth* Day of October, 1776, at the Hour of Ten in the Forenoon; when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause, if any they have, why the same, or any of them, should not be condemned.

Timothy Pickering, jun. Judge of said Court.

[Boston, September 26]

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1. *Independent Chronicle,* Boston, September 26, 1776. Same issue contained libels against brigantine *Henrietta* and brig *William and Mary* taken by Massachusetts privateer sloop *Revenge.*

Advertisement of Sale of Prize Ships and Cargoes[1]

On Tuesday, the 1st October, at Ten in the Morning, Will be Sold by Public Vendue, At Newbury-Port, The Ship *Nancy,* and her Cargo, consisting of 360 Hogsheads of Sugar and 40 Puncheons of Rum.

J. Russell, Auctioneer

On Wednesday, October 2d, At Ten in the Morning, Will be sold by Public Auction, At the Wharf of Richard Derby, Esq; in Salem, The Ship *Anna Maria,* and her Cargo, consisting of 250 Hogsheads of the best clayed Sugar, 50 Hogsheads of best white ditto, and 150 Hogsheads of brown ditto; likewise, 30 Bales of Cotton 280 Bags of Ginger, 160 Goards of Aloes, 2 Hogsheads of Barbados Tar, 10 Hogsheads of Barbados Rum, and 48 Pipes and 6 half Pipes of Sterling Madeira wine.

N. B. The ship is 300 tons burthen, a fine vessel, River built and well found; she will be put up precisely at 12 o'Clock.

Walter P. Bartlett, Auctioneer

On Thursday, October 3d. At Ten in the Morning, Will also be sold at Public Auction, At the Place above-mentioned, The Cargo of the Ship *Polly,* consisting of 350 Hogsheads of the best Muscavado sugars.

Walter P. Bartlett, Auctioneer.

On Thurday, the 3d of October next, at Eleven in the Morning, Will be sold by Public Vendue, at Capt. William Fleet's store, On the Long Wharf, The Ship *Queen of England,* and her Appurtenances, together with her Cargo, consisting of 800 Barrels of Pork, and 270 Firkins Butter.

J. Russell, Auctioneer.

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1. *Independent Chronicle,* Boston, September 26, 1776.

PETITION OF SAMUEL LIGHTBOURN AND OTHERS TO RETURN TO BERMUDA[1]

Port of Providence. September [26], 1776.

To the Honorable Nicholas Cooke Esquire Governor and Commander in Chief of and over the State of Rhode Island and Providence Plantations.

The Petition of Samuel Lightbourn, late Master of the Brigantine *Fanny*, Elizabeth Key, Hannah Keele for herself and Charlotte her infant Daughter, John Noble Taylor for himself and John Hollingsworth his Servant, and Edward Brickwood Passengers on board said Brigg and all Inhabitants of the Island of Bermuda humbly Sheweth, That they were bound in said Brigg from Antigua to London, and on their Passage were taken by the *Independence* a private Vessel of War Commanded by Capt Jabez Whipple and brought into Providence in the State aforesaid, and that their Affairs make it absolutely necessary for them to return as soon as possible to Bermuda. They therefore, as no Opportunity offers, nor will probably soon Offer, of their procuring a Passage to said Island humbly pray your honor to permit them to purchase a small Vessel to transport them thither, with their Chests, Apparel &c. and also to take on board some Corn and Flour for the Use of the Inhabitants of said Island who are suffering for want of Provisions. – And as in Duty bound will ever pray &c.

Samuel Lightbourn E: Key
Hannah Keele for self and Daughter Charlotte
John Noble Taylor for self and John Hollingsworth
Edward Brickwood [2]

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[1] Account of Permissions granted by his Honor the Governor, R. I. Arch.

[2] *Ibid.*, permission was granted this date, and Lightbourn was allowed to take on board "a Lading of Corn and Flour for the Use of the Inhabitants of that Island."

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY[1]

[Lebanon] September 26, 1776.

Voted, That Messrs John Hudson & Co.[2] from Long Island be encouraged to depend on purchasing four four-pounder cannon and four swivels from this State as soon as they can be cast and finished. And the overseers of the furnace at Salisbury are hereby directed to deliver the same to them accordingly, they paying the customary price therefor.

Voted, That Messrs. Lyon & Co. at East Haddam be encouraged to depend on purchasing two six-pounders and eight four-pounders of cannon from this State as soon as they can be cast, for their privateer.[3] And the overseers of the furnace are directed to deliver them accordingly at the price given by others for cannon of the same sizes.

Voted, That Capt. Jabez Perkins be encouraged to depend on purchasing two four-pounders of cannon from this State as soon as they can be cast, for the use of his privateer[4] or letter of marque. And the overseers of the furnace are directed to deliver the same accordingly, at the customary price.

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1. Hoadly, ed., *Connecticut Records,* XV, 524–25.
2. Owners of the privateer sloop *Revenge,* commissioned October 23, 1776, Joseph Conkling, commander.
3. Privateer sloop *Lyon,* commissioned November 27, 1776, Timothy Shaler, commander.
4. Privateer sloop *Nancy,* commissioned October 5, 1776, William Wattles, commander.

RICHARD LAW TO THE CONNECTICUT COMMITTEE OF THE PAY TABLE [1]

Draw on the Treasurer of the State of Connecticut in favour of William Coit Esqr Commander of Ship *Oliver Cromwell* for the Sum of Six hundred pounds LMy for the Use of this State to be in Account with said Ship –
£ 600 LMy
Draw on the Treasurer of the State of Connecticut in favour of Capt Ephraim Bill for the Sum of three hundred pounds LMy to be on Acct of the Ship *Oliver Cromwell.*

Sign'd pr order
Lebanon Sept 26. 1776 Rich^d Law Clerk

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[1] Conn.Arch., 1st Series, IX, 123a, 123c, ConnSL.

NATHANIEL SHAW, JR. TO GOVERNOR JONATHAN TRUMBULL[1]

Sir New London Sepr 26th 1776

The barer Daniel Deshon is a Person who has Saild in my Imploy Several Years last Past & has behav'd himself well as a Seaman, and last April was taken by the *Scarborough* Man of Warr in a Schooner that I Imported Powder in for the Continent. –[2]

I think he is Qualified for a Second Lieutenants birth in the Brigg *Defence,* & if your Honour has no objection should be Glad he may have an Appointmt to that office — I am Sir [&c.]

Nath^l Shaw Jun^r

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[1] Conn.Arch., 1st Series, IX, 315, ConnSL.
[2] The *John and Joseph.* See Volume 4.

NATHANIEL SHAW, JR. TO BARNABAS DEANE, WETHERSFIELD[1]

New London Sepr 26 1776

I Recd yours 23d Inst. this moment & observe what you say about Iron, am sorry I cannot have it as my Vessell will be delay'd unless I can procure it. Note your wanting many articles for the Ship as stores of every kind are Scar[c]e I think you had better git as many of the articles you shall want in the River before the Ship comes round, and we will then endeavour to make up the Remainder here. the anchor you mention may be had, also two of a less Size that will answer if you want. I know not how we shall git the Cables unless sum of our Crusing Vessells should bring in some large Ships, in that case we can Strip them & take their Stores –[2] If you'l

Send me the Receipts for the Continental Goods at Providence I will send a Boat to bring them Round – As to underwriting I confess I am too much of a Coward to Venture – I have orders to purchase all the Cloth that is Suitable for Tents that is to be bought, can you let me know if their is any to be had with you & what number of yards I would purchase tow Cloth if I can get nothing better I am Sir [&c.]

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1. Shaw Collection, Letter Book, YUL.
2. Stores were wanted for the Continental frigate *Trumbull* at Chatham.

ADVERTISEMENT FOR DESERTER FROM THE CONNECTICUT SHIP *Oliver Cromwell*[1]

Deserted, last Friday, from the ship *Oliver Cromwell,* lying in the Harbour of New-London, an Indian named Oliver Blossom, who said he was born at Montauk, is tall and strait limb'd, pitted with the Small-pox, pretty Talkative, says he ran away from a Man of War, and has a Pass from Gen. Washington's Aid de Camp: Had on a green short Jacket, striped Trowsers, a small round felt Hat, and a check'd woollen Shirt. Whoever will return him to said Ship shall have a handsome Reward, and all necessary Charges paid by

William Coit

New-London, Sept. 26, 1776.

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1. *Connecticut Gazette,* October 4, 1776.

MASTER'S LOG OF H. M. BRIG *Halifax*[1]

Septr 1776 Remarks off Citty Island Long Island Sound.

Thursdy 26 AM at 6 weighd and Came to sail *Kitty* & *Swift* Tenders In Company at 10 saw two Sail to the Nt Made the Tenders signl to Chace at 11 perceived the two Vessels to be Sloops the[y] bore away for Norwalk Made the signal to leave off Chace at Noon Jiney cook point – South 2 Miles

Fresh Breezes and Cloudy P M at 1 Came too in Huntington Bay: Edens point NE – the Entrance of the Harbr SSW. Sent the Tenders & Boats in to the Harbour to search for two Rebel Vessels Reported to be there at 10 they came back having found an empty Brigg & Sloop in the Harbr

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1. PRO, Admiralty 52/1775.

MAJOR GENERAL HORATIO GATES TO BRIGADIER GENERAL BENEDICT ARNOLD[1]

Dear General [Ticonderoga] 26th September 1776

Yesterday I received Your Letter of the 21st Instant I hope your little Schooner had ample satisfaction for the Injury her people suffered in the Batteau –

This will be deliver'd you by Captain [Seth] Warner of the *Trumbull* Row Galley. She carries you a fine reinforcement of Seamen, & besides is herself a considerable Addition to your Squadron. The Schooner, & the Two Other Gallies will follow Sunday, or Monday at Farthest; but the Cordage is not yet Arrived; and General Waterbury assures me, that if your Estimate was as large as you Mention it to have been, not more than a Third of it can have been sent; as, more than Twenty Coils of Rigging are now Wanted for the Gallies already built. — The powder wrote for so long ago is not even in part received at Tyonderogã; Oconomy is the Word — You cannot be more Anxious to have all the Gallies with you, than we are to send them. Be satisfied; more cannot be done than is done to Dispatch them —

Col [Jonathan] Trumbull [Jr.] writes you an Account, or rather, rumour of an Action, that happen'd last Sunday, near Turtle Bay. When any thing to be depended upon, Arrives, I will send it you without Delay — Inclosed is Dr [Jonathan] Potts's Letter to me, which I received last Night. My Affectionate Compliments to Col: [Edward] Wigglesworth. I am [&c.]

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1. Gates Papers, Box 19, NYHS.

CAPTAIN THOMAS CREGIER TO THE NEW YORK COMMITTEE OF SAFETY [1]

Gentlemen — Fishkill, September 26, 1776

I have done myself the honour of waiting upon your Honourable House, in order to lay before you the state and condition of the schooner *General Putnam,* under my command, and finding there can be no Convention by reason that some of the members are absent, and it being uncertain when those gentlemen will return, I, to avoid the expenses which myself and horse are at, think it prudent to return to my house at the King's Bridge, where I shall remain at my own expense until I do receive farther instructions from your Honourable House.

Gentlemen, I must in the first place acquaint you, that my provisions being expended, having not more on board than will support the company about fifteen days; in the next place, my vessel being very small and low in the water, my largest ordnance being twelve swivel guns, the shrouds very old and not trustworthy, my best bower cable but very poor, the vessel very weak and leaky, which weakness proceeded from her lying on a bar and a heavy surf breaking over her when I was run on shore by a man of war, the people much exposed when under sail or even in hard rains, the water pouring into their cabins which prevents them from lying in their beds. Diligent search has been made in order to stop the leaks, but all to no purpose, daily complaints being made by my people in regard to the vessel's condition, and the season of the year advancing toward cold and stormy weather — this, gentlemen, is certainly the condition of the vessel. The people almost naked, having no shoes nor stockings, and the most part of them not the second shirt to their backs; no money has been advanced to them but from my own private purse; no fresh meat allowed, although I have applied for it; no rum allowed them, which has occasioned much disturbance on board; they have demanded an allowance of a half pint of rum per day, which is allowed the men in the Continental fleet, and insist upon it that the Provincial Congress gives that allowance: A riot was made just before I left the vessel in regard to their allowance of rum, in which affair I was obliged to make use of my authority amongst some of the principal ringleaders, upon which some of them have undertaken to complain of my conduct to your Honours by letters. I never heard that the conduct of a commander was to be taken notice of from a report made by a common boatswain, carpenter, or gunner, &c., men who sacrifice every thing that is dear to them for a single can of grog; men whom I have picked up and put in office on purpose to have the vessel manned, and as the vessel is but very small I was glad to pick up any trash. I am very clear you will not find any of my principal officers' names in that complaint; they are men of good families and characters, hearty in the cause of liberty; if such men were to complain of my conduct, I confess I ought to stand corrected. Perhaps the names of my chief officers you would be glad to know; my chief lieutenant is Thomas Quig[l]y, David Walker is my second lieutenant, Eliakim Little is the master, and Cornelius French is my mate; and upon the whole, I would recommend it to your Honourable House to give directions to lay the vessel up as unfit for any farther service this season, as I look upon keeping her any longer in commission will only be a great expense without the gleam of any profit or service. As for my part, I am determined not to enjoy a commission unless I can be of service to my country, for I should, on that part of the coast where the vessel is, only be picking the public's pocket, as nothing is to be met with there but frigates, sloops of war, and large tenders, which we are not able to engage. I am determined to serve in the present cause, and will spend my last moments in serving my country, and fix myself at the seat of war, and whenever I am called on will cheerfully join heart and hand with my staunch countrymen. The accounts of the vessel should be settled and the people paid off, which matters I leave to be determined by your Honours, and shall wait your command with due respect, and am [&c.]

Thomas Cregier.

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1. *New York Provincial Congress,* II, 217–18.

MAJOR CHARLES STUART TO HIS FATHER, THE EARL OF BUTE[1]

[Extract] Blomindel Heights Camp, Sept. 26, 1776

On the 16th of this month we marched from Newtown Camp, and the Corps de Reserve, consisting of three Battalions of Lt. Infantry, the German Jagers, my Battalion of Highland Grenadiers, and 42nd and 32nd Regts., embarked on board flat-bottomed boats in Newtown Creek, from whence we proceeded on our way to land upon New York Island. A 50 gun ship and two Frigates were drawn up to cover the landing.

Upon the enemy perceiving our boats, they sent several columns of men to line sunk breast-works that they had previously made to prevent a landing. We steered to the right and landed about three miles above the town under an incessant fire from the shipping.

A more glorious scene I never beheld; the thunder of the ships, the appearance of the enemy, the ardor of our troops, the whole army drawn up on Long Island ready to support us, surpassed everything of magnificance. So well did the army do their business that the enemy evacuated their lines, and we landed without opposition.

We immediately rush'd for wood [*sic* forward] and took possession of a Hill about a mile from the spot where we landed. In our way we had some skirmishes in which our Brigadier Gen. [John] Vaughan was wounded, and some few men of the Hessians; when the whole army was landed we proceeded on the Harlem road to these Heights. The enemy made a show of giving us battle several times as they retreated; we lay on our arms that night . . .

The day we landed, great numbers of the enemy escaped by the North River, which gave people room to conjecture that had our army crossed quite to the River we should have shut up near 6,000 of them in the town.

Some days after two Brigades took possession of New York, which they found almost entirely evacuated, but the houses in tolerable order.

I went a Volunteer upon an expedition against Paulus Hook on the 20th of this month with Ld. [Hugh] Percy, who with 3,000 men had orders to reduce it, as it annoyed our shipping as they entered the North River. It is a small peninsular on the west side of the River. We expected much opposition, but the rebels, after firing a few cannon shot, ran away. There are no fewer than five works there, and during the winter they might have made it very disagreeable in the town.

1. *New Records of the American Revolution. The Letters, Manuscripts and Documents sent by Lieut.-Gen. Sir Charles Stuart, to his Father, the Earl of Bute, 1775–79 and Letters of General Howe, General Clinton, and other Officers to Sir Charles Stuart, during the Revolution, 1779–81* (privately printed, n.d.), 10, 11.

MINUTES OF THE SECRET COMMITTEE OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] 26th Septr 1776

Ordered, That Mr Morris employ a proper Person to go to New England to charter Vessels to proceed from thence to Chesapeak Bay, there to load with Tobacco, now purchasing for account of the Continent.

1. Henry Laurens Collection, SCHS.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] Septem'r 26th, 1776.

Resolved, That Thomas Seymour, Esq'r, be appointed Commodore & Commander-in-Chief of all the Naval Armaments in the service of this State.

Resolved, That the members of this Board, or as many as Conveniently can, go down to Fort Island to-morrow morning to accompany Commodore

Seymour to the Fleet; That Instructions be drawn up to deliver the Commodore with his Commission.

The following are the Instructions deliver'd to the Commodore, vizt:

In Council of Safety, Septem'r 26th, 1776.

The Council having thought proper to appoint you Commodore & Commander-in-Chief of all the Naval Armaments of this State in the River Delaware, which you are to notify to the Officers of the Fleet by publishing to them your Commission, It becomes necessary to give you some Instructions to regulate your Conduct in some points of this Important Trust.

And First: You are, by all Possible means, to establish such a proper sense of Subordination in the Fleet, that all the Orders you think necessary to Issue be punctually and implicitly obeyed, a loose and relaxed discipline utterly enfeebling every Military Establishment, however respectable it may otherwise be in the Circumstance of number & force.

Secondly. As it is the duty and Inclination of this Council to Maintain the Fleet in a Constant preperation to receive the enemy, you must Immediately take an exact survey of its present Condition, and whatever may be wanting in its equipments to make report to Capt. Wm. Richards, who is appointed and directed to supply all its deficiencies.

Thirdly. An attack from the Enemy being highly Probable, tho' the time uncertain, it is necessary that every part of the Fleet should have its proper Station assigned, in such way as to afford Mutual Support, and that the whole may act to the best effect.

Fourthly. You must particularly attend not only to the situation of the Fleet, but take great care that the Officers and Men are not absent from their respective Vessels any length of time and at any great distance, but as it is probable that some of the Officers of the Boats may be desirous of coming up to this City, you may give leave of absence to them in such number and for so long a time as the service may admit, so that not more than one-third be absent at any one time or longer than Forty eight Hours, from their respective Vessels.

Lastly. Should any accident or Circumstance happen in the Fleet that has the least tendency to effect the service, you are to give the earliest Information of it to the Council of Safety, that they, if they have the Means of Remedy, may apply such as the nature of the Case may require.

These being the Principal Matters that have occured to the Council, they earnestly recommend to you however, that you endeavour to promote the Utmost Harmony between you and the Officers of the Fleet, and between one another, on which depends so much the success of every undertaking where men are to act in concert, and Mutual assistance required.

Resolved, That the Officers of the Fleet belonging to this State be allowed the same pay that the Officers in the Continental Service have, from the first of October next.

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[1] *Pennsylvania Colonial Records,* X, 730, 731–32.

MEMOIR OF RICHARD DALE[1]

[On board the Continental brig *Lexington,*
July 27 to September 26, 1776][2]

. . . upon his return from Bermuda – whither he had gone with William Gutteridge [*sic* Goodrich] – he was captured by captain John Barry, commander of the United States' brig *Lexington,* and on the same day entered as a midshipman on board said brig. This occurred in July, 1776. Not long afterwards, the brig, whilst cruising, was struck with lightning: Dale, with many others, were prostrated, senseless, upon the deck. They were all, however, providentially restored in a few minutes.

Soon after this the brig arrived at Philadelphia. . . .

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[1] *The Port Folio,* III, No. VI, June, 1814.

[2] The *Lexington* returned to Philadelphia on September 26. Clark, *Gallant John Barry,* 101.

TRIAL AND CONDEMNATION OF THE BRITISH PRIZE SLOOP *Betsey* IN THE PENNSYLVANIA ADMIRALTY COURT[1]

And now to wit the twenty sixth Day of September aforesaid [1776] at a Court of Admiralty held at the State house in the City of Philadelphia aforesaid Before his Honor the Judge the Register certifieth that in Obedience to his Honor's Order he had caused due and publick Notice to be given of the Time place and Cause of holding this Court by causing to be published in the *Pennsylvania Packet* and *Evening post* two of the publick News papers printed at Philadelphia the following Advertisement to wit

[Here is inserted the text of the libel of September 9]

And thereupon cometh the Marshall of the said Court namely Matthew Clarkson Esquire and returneth the Warrant aforesaid and certifieth unto the Judge by Way of Indorsement thereon that he hath summoned the twenty four Jurors in the Pannel to the said Warrant annexed named so that they should be and appear at the Day and place in the said Warrant specified as therein he was commanded –

And hereupon the Bill aforesaid being read Proclamation was publickly made That if any Persons had aught to say why the said Sloop with her Tackle Apparel Furniture and Cargo and the Negro Slaves mentioned in the said Bill should not be condemned according to the prayer of the said Bill they should come forth and be heard when no person appearing to claim or defend The Jurors in the Panel aforesaid named were severally called and William Adcock John Ashmead Woolman Sutton Joseph Wetherill Thomas Nevil Benjamin Worrell Evan Evans Daniel Dolby Benjamin Jones Robert Fitzgerrald Robert McKnight and Jedediah Snowden being the first twelve of the said Jurors who appeared were severally and respectively sworn and affirmed to try the Truth of the Facts alledged in the said Bill and to return a true Verdict thereon according to their Evidence —

And thereupon the Advocate for the Libellants with Leave of the said Judge read unto the Jurors aforesaid the Bill aforesaid as the same is above set forth and following Exhibits produced in this Cause on the part of the Libellants to wit —

> I do hereby certify that John Barry was duly commissioned and appointed to command the Brigantine of War called the *Lexington* fitted out at the Continental Charge and employed in the Service of the United States of America Witness my Hand this 26th Septr 1776 — John Hancock Presidt
>
> In Congress — The Delegates of the United Colonies of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, the Counties of New Castle Kent and Sussex on Delaware, Maryland, Virginia, North Carolina, South Carolina and Georgia To all to whom these presents shall come Greeting Know Ye — That we have granted and by these presents do grant Licence and Authority to James Robertson Mariner Commander of the Sloop called the *Chance* of the Burthen of thirty Tons or thereabouts belonging to James Craig and William Erskine & Co of Philadelphia in the Colony of Pennsylvania mounting six Carriage Guns and navigated by thirty four Men to fit out and set forth the said Sloop in a warlike manner and by and with the said Schooner and the Crew thereof by Force of Arms to attack seize and take the Ships and other Vessels belonging to the Inhabitants of Great Britain or any of them with their Tackle Apparel Furniture and Ladings on the high Seas or between high Water and low Water Marks and to bring the same to some convenient Ports in the said Colonies in order that the Courts which are or shall be there appointed to hear and determine Causes civil and maritime may proceed in due Form to condemn the said Captures if they be adjudged lawful Prize The said Craig Erskine and Co having given Bond with sufficient Sureties that nothing be done by the said Robertson or any of the Officers Mariners or Company thereof contrary to or inconsistent with the Usages and Customs of Nations and the Instructions a Copy of which is herewith delivered to him And we will and require all our Officers whatsoever to give Succour and Assistance to the said James Robertson in the premisses — This Commission shall continue in Force until the Congress shall issue Orders to the contrary — By Order of the Congress Dated at Philada 2nd July 1776 — John Hancock President
>
> By his Excellency John Earl of Dunmore his Majestie's Lieut Governor of the Collony of Virga &c &c &c And Andrew Snape Hammond Esqr Commanding Officer of his Majesties Ships on

that Station — Being fully satisfied that great Inconvenience arises to his Majesties Service from the Detention of the many Vessels containing the Families and Effects of his Majesties well affected Subjects who have from Time to Time put themselves under the Protection of this Fleet And in Consideration of the Losses they have already sustained and are likely to sustain from a further Detention We do hereby take into his Majesties Service the Sloop *Betsey* Samuel Kerr Master Sqr sterned Burthen about forty Tons navigated with seven Men for the purpose of transporting said Samuel Kerr his Family and Effects to a place of Safety And we do hereby require sd Saml Kerr to proceed with sd Sloop *Betsey* in his Majesties Service to the Port of St Augustine in E Florida laden with seventeen Hhds Molasses one Hhd and four barl Coffee eight Hhds Rum two quarter Casks Wine twenty five barl Sugar thirty barl Flour & one Cask Tobo (with a Variety of Household Goods) for the Use of his Majestie or for the Use of the Inhabitants of any Town or Place garrisoned and possessed by his Majesties Troops and no others And this We do on Condition that sd Sloop *Betsey* shall not be any Expence to Government for the above Service further than his Majestie shall be pleased to allow on a future Application This Licence to continue three Months and no longer –

Given under our Hands and Seals in the River
Potowmack this thirty first Day of July 1776
Dunmore A: S: Hamond

Samuel Kerr a Witness produced sworn and examined on the part of the Libellants in this Cause To the first Interrogatory deposeth and saith That he doth know the Brig called the *Lexington* abovementioned and did sail in her as Prisoner after the Capture of the Sloop *Betsey* that the said Brig was fitted for War commanded by John Barry and employed in the Service of the American States as he hath been informed and believes — To the second that he doth know the Sloop called the *Betsey* abovementioned and did sail in her that about the twenty fourth Day of August last the said Sloop was taken at Sea by the Brig *Lexington* and that the private Sloop of War called the *Chance* commanded by James Robertson was in Sight at the Time of the said Capture that the said Sloop was then commanded by one Monroe but this Deponent doth not know of what place the said Commander was an Inhabitant —

To the third that the said Sloop was not fitted for War that the said Sloop at the Time of the said Capture had on board a Cargo of several Kinds of Merchandize and other Effects That the said Sloop and chief part of the Cargo at the Time of the said Capture was the property of this Deponent and George Kerr and part of the Residue of the Cargo was the property of Robert Shaddon of Portsmouth in Virginia and the Residue thereof to wit four Barrels of Coffee the property of Henry and Thomas Brown of Portsmouth aforesaid which had been taken on board in the Absence of the Owners to prevent it being burned in Case the Town should have been fired that he knows the said Owners are Friends to the American Cause that the said George Kerr is an Inhabitant of Cabbin point in Virginia and this Deponent an Inhabitant of Edenton in North Carolina That the last port or place the said Sloop sailed from next before the Time of her Capture was Potowmack River in Virginia aforesaid and was then bound for St Augustine That the Cargo on board the said Sloop was intended for Sale except the Articles of Household Furniture which were intended for the private and particular Use of him the Deponent That there were on board the said Sloop at the Time of her Capture the following Negro Slaves to wit Harry and James (who were put on board by Mackam Herbert of Virginia to be delivered him at St Augustine aforesaid) Chloe and Sam her Child (to be disposed of at St Augustine aforesaid for the Benefit of James McCaw late of Virginia) Phillis (the Property of Mrs Bruff of Hampton in Virginia who had run away from her Mistress and had been taken on board for the purpose of redelivering her to her said Misstress) and Peter the property of this Deponent

To the fourth that there were no papers or Writings thrown overboard or destroyed on board the said Sloop to this Deponent's Knowledge except some in the presence and by the permission of Captain Barry afterwardsaid and not at all relating to the said Vessel or her Cargo –

Sworn September 26th 1776 In open Court Geo: Ross

And hereupon Proclamation was again made as is above set forth when Samuel Kerr the Deponent abovenamed appeared personally in Court and with his Honor's Leave addressed himself to the Jurors and advocated a Defence as well on the part of himself as of Henry and Thomas Brown and Mrs Bruff in the above Deposition named –

Whereupon the Jurors aforesaid having heard the Proof Exhibits and Allegations and taken Time to consider thereof upon their Oath and Affirmation aforesaid respectively do say That they find all the Facts alledged and set forth in the Bill aforesaid are true And hereupon Proclamation being again made in manner above set forth and no person appearing to claim defend or object The said Judge proceeded to the publication of his definitive Sentence or Decree in the Words following to wit –

It appearing to me from the Verdict of the Jury impannelled sworn and affirmed in this Cause upon the Evidence produced to them That all the Facts alledged and set forth in the Bill are true I do thereupon adjudge and decree that the Sloop or Vessel called the *Betsey*, with her Tackle Apparel and Furniture and the Goods Wares and Merchandizes found on board the said Sloop at the Time of her Capture and the Negro Slaves in the said Bill named and mentioned be condemned as lawful Prize and I do order the Marshall of this Court to sell the same at publick Vendue, and after deducting the Costs and Charges of the Tryal Condemnation and Sale thereof together with the Wages due to the several Seamen and Mariners belonging to the said Sloop out of the Monies arising from the said Sale to pay forty one one hundred and thirty fifth parts of the Residue of the said Monies unto the said James Robertson his Agent or Attorney for the Use of himself his Officers Mariners Seamen and all others belonging to or concerned in the said Sloop *Chance* And to pay the remaining ninety four, one hundred and thirty fifth parts of the said Residue unto the said John Barry his Agent or Attorney Two third parts thereof for the Use of the thirteen United States of North America and the other third part thereof for the Use of himself the Officers Mariners and Seamen belonging to the said Brigantine *Lexington* And I do order the said Marshall to pay the said Wages to the several Seamen and Mariners entitled to receive the same And to pay the said Costs and Charges into the Hands of Michael Hillegas Esquire Treasurer of this State according to the Resolutions of the honorable Continental Congress and of the honorable House of Representatives of this State.

September 26th 1776 Geo: Ross[2]

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[1] Revolutionary War Prize Cases, No. 4, Court of Appeals, 1776–1787, NA.

[2] *Ibid.*, the condemnation was appealed on September 28, and the verdict upheld on November 23, 1776.

Journal of the Maryland Council of Safety[1]

[Annapolis] Thursday. 26th September 1776

Copy of Letter No 189 was sent to Captn James Nicholson.

Ordered That Commissary of Stores deliver to Messrs [William] Lux, [Samuel] Purviance [Jr.] & Steuart [David Stewart] one Ton of Gun Powder for the Continental Frigate at Balt: Town.[2]

Ordered That the commissary of Stores deliver to Mr William Patterson twenty Bolts of Canvass.

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[1] Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

[2] The *Virginia*.

Advertisement for Deserters from the Virginia State Brigantine *Liberty*[1]

Deserted, from the brigantine *Liberty*, lying at Baltimore, the following seamen, viz. On the 10th inst. William Puckinghorn, a native of New-England, about five feet six inches high, has light coloured hair and yellow at the top: had on when he went away, a drab coloured jacket with a blue cape; when in liquor is subject to fits. On the 17th, two lads, Thomas Cane and Jesse Clarkson; Cane is a native of Ireland: had on a red jacket and osnabrig trousers, is lame by reason of an imposthume rising in one of his thighs. Clarkson is a native of Maryland, about fourteen or fifteen years of age, has light hair, a mild countenance, and engaging address. On the 20th, Samuel Mercer, Andrew Baxter and Thomas Tivy; Mercer is of low stature, a native of Ireland, apparently about forty years of age, halts in walking. Baxter is about five feet seven or eight inches high: had on a red jacket, and is remarkably fond of liquor. Tivy is a native of Ireland, about the size of Baxter, has a bad sore on one of his great toes, is fond of liquor, and when drunk very noisy. Any person who secures them, so that I get them again, shall be paid three pounds reward for each, by

Thomas Lilly

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1. *Maryland Gazette,* September 26, 1776.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Thursday September 26th 1776

Ordered That Captain Charles Harrison of the Artillery be empowered to take possession of and apply to the use of his Company in transporting the same or any ordnance Stores, a Boat now lying at Porto Bello lately the property of Lord Dunmore, first having the same appraised & returning the appraisment to the Governor and Council.

A permit was issued to Captain Osburn of the Sloop *Packet* to go to Hispaniola or other port allowed of by Congress, with her laden as per manifest filed; the said Osburn having executed Bond with security which is ordered to be recorded.

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1. McIlwaine, ed., *Journals of the Virginia Council,* I, 175, 176.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Thursday 26th September 1776. –

Ordered that a Warrant Issue to John Hawkins for nineteen pounds four shillings for Whiskey furnished Capt George Muter for the use of the *Hero* Galley – Also for nine pounds twelve shillings for Whiskey furnished Capt Celey Saunders for the use of the *Lewis* Galley. And also for Thirteen pounds for Whiskey furnished Capt James Markham for the use of the *Page* Galley. –

Ordered that a Warrant Issue to David Low for the use of James Gray for Three pounds fifteen shillings for Freight of Rigging from Warwick to the College Landing, for the Brig *Nohampton.*

Ordered that a Warrent Issue to Edward Champion Travis for One pound Twelve shillings & one penny half penny for Beef furnished Capt Markham for the use of the *Page* Galley – Also for One pound twelve shillings and one penny half Penny for Beef furnished Capt Celey Saunders for the use of the *Lewis* Galley. –

Robert Gayle, Peter Whitehurst, Joshua Foster, Christopher C[u]lley, Albion Robins, Edward Anderson, Malachi[a] Oldner, Peter Smith, Houlder Hudgins and Henry Knight appeared before the Board and undertook to Build for the use of this Commonwealth large flat Bottom Boats for the purpose of Transporting Troops, that is to say, the same Robert Gayle, Peter Whitehurst & Houlder Hudgins two Boats each and the said, Joshua Foster, Christopher Cully, Albion Robins, Edward Anderson, Malachi Oldner, Peter Smith and Henry Knight one Boat each of the following Dimensions, Vizt, Forty foot Keel, fourteen Feet Beam, three feet four Inches Deep to the Top of the Gunnall, eight Inches Wash Board, and to be Ceiled in the same manner as the Boat lately Built by Mr Herbert, to be Built with good white Oak Plank one Inch and a half thick, the Ceiling to be of Pine Plank clear of Sap three Quarters of an Inch thick, to Row with Twenty Oars fixed upon Iron Swivels, to be fitted with Proper Stern Sheets, every other Thwart Bound and to be Built after the manner of the Boat lately Built by Mr He[r]ber except the Gun Carriages, to be properly Tar'd and finished in a Workman like manner and delivered to the Board, with proper Oars for each Boat on or before the fifteenth day of December next, for which they are to be allowed, for each Boat, the sum of One hundred and seventy Pounds. The said Robt Gayle, Peter Whitehurst, Houlder Hudgins, Joshua Foster, Christopher Cully, Albion Robins, Edward Anderson, Malachi Oldner, Peter Smith and Henry Knight having respectively entered into and acknowledged Bond for their duly Performing the above Contract. – Ordered that a Warrant Issue to Robert Gayle & Peter Whitehurst for the Sum of Thirty pounds each, upon Account, for the purpose of Purchasing Necessaries for Building Boats for the Transportation of Troops –

Ordered that Warrant Issue to Joshua Foster, Christopher Cully, Albion Robins, Edward Anderson, Malachi[a] Oldner, Peter Smith Houlder Hudgins & Henry Knight for fifteen Pounds each, upon Account, for the Purpose of Purchasing Materials for Building of Boats for the Transportation of Troops –

Ordered that George Hope be empowered to employ Workmen and superintend the Building of six Flat Bottom'd Boats for this Commonwealth for the Purpose of Transporting of Troops which said Boats are to be of the following Dimensions, to wit, Forty feet Keel, fourteen Feet Beam, three feet four Inches Deep to the Top of the Gunnell, eight Inches Wash Board, and to be Ceiled in the same manner as the Boat lately Built by Mr Herbert to be Built with good white Oak Plank one Inch and a half thick the Ceiling to be of Pine Plank clear of Sap three Quarters of an Inch thick, to Row with Twenty Oars fixed upon Iron swivels, to be fitted with proper Stern Sheets, every other Thwart Bound and to be Built after the manner of the Boat lately Built by Mr Herbert except the Gun Carriages to be properly Tar'd and furnished in a Workman like manner and delivered to the Board with proper Oars for each Boat on or before the fifteenth day of December next –

Adjourned till tomorrow morning nine of the Clock.

Signed,

Thomas Whiting 1st Comsr. –

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1. Navy Board Journal, 63–65, VSL.

27 Sept.

MASTER'S LOG OF H. M. BRIG *Diligent*[1]

Septr 1776 The SE part of the Isle Madame North dist. 3 or 4 miles

Fridy 27th AM at 5 Saw 2 Sail to the Eastwd wore & made Sail Fired a gun & made the Private Signal which was answered, one prov'd to be the *Hope* the other a Brig from Halifax for Spanish River, at 8 Cape Canso N 2 or 3 Leags at 10 Stood in for Canso Harbour, Saw a Schooner make sail from thence, the *Hope* made our Sigl to chace her, wore & made sail; at Noon In Chace, In Compy. the *Hope*

First part modt breezes & fair, Middle & latter fresh breezes & Squaly. PM at 1 the *Hope* made our Sigl to leave off Chace, wore & work'd up to her; the chace ran into the Harbour of Petit De Grat followed her with the *Hope,* the chase ran ashore & the People forsook her, the *Hope*'s boat boarded her & got her off; at 2 Anchd with the Bt Br in 9 fm blue clay bottom. the chace proved to be a Schooner privateer of 4 Carriage & 8 Swivel guns, belonging to Salem. At 7 Shipped & endeavoured to work out of the Harbour but could not, So Anchd with the Sl Br & Steddy'd with the Kedge

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[1] PRO, Admiralty 52/1669.

JOURNAL OF H. M. S. *Perseus,* CAPTAIN GEORGE KEITH ELPHINSTONE [1]

September 1776 Latde in 41:13 No Longde mde 52:29 Wt

Thursday 26th At 5 (A M) 11 Sail in sight much scattered – shorten'd Sail for the Convoy to join us;[2] the *Grand Duke* and *John* missing – at 10 found a Schooner, among the Convoy, bore down and found her to be an Armed Rebel Vessel; gave Chace – made and repeated the Signal for the Convoy to come under our Stern. At Noon the Convoy in sight.

Fresh breezes and Clear (P M) Continued the Chace; got one of the Nine Poundrs on the Forecastle – gaining very fast on the Chace with every Sail out possible – At 4 began firing at the Schooner which continues rowing and Sailing. At 5 the Convoy in sight – continuing to fire Shot at the Chace from the Gun on the Forecastle – damaged the Spreetsail and Yard accidentally by the Shot – At 8 fir'd many great Guns Swivels and Small Arms at the Chace which struck and proved to be the *Viper* Sloop of War by Commission from the Congress of America, 9 Days from Boston.[3] Brot too and fired Guns every hour for the Convoy, also hoisted lights – brot the Prisoners on board – Sent the Gunner with a Petty Officer and 6 Men to take charge of the Prize.

Friday 27th At 7 A M made Sail – Wore. At Noon the Prize in Company.

Fresh breezes and Clear. At 5 (P M) Saw a Sail to the WSW standing a cross us – at 7 do bore SSW, gave Chace, at 9 finding the Chace to be a Rebel, began to fire – At 10 she struck and proved to be the *Betsey* Schooner, from Boston to Bordeaux,[4] sent 2 Petty Officers and proper People to take charge of her with Pistols, Shot, &ca for her defence.

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1. PRO, Admiralty 51/688.
2. *Ibid.*, the *Perseus* had sailed from Spithead on July 28, convoying "17 Sail of Victuallers and Transports."
3. The Massachusetts privateer schooner *Viper,* Captain Benjamin Wormell, of six guns, eight swivels and a crew of fifty men, was commissioned September 9, 1776, Mass. Arch., vol. 7, 276.
4. Schooner *Betsey,* Alexander Wilson, master, John Pain, owner, with a cargo of dye wood, potash, etc., Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

Essex Journal, FRIDAY, SEPTEMBER 27, 1776

Newbury-Port, September 27.

Last Monday arrived here, the Brig *Stork.* Philip Aubin master, from Port Royal, in Martinico, which place he left the 24th of August, in company with Captains Clowin and Derry, bound to Philadelphia.

Last Tuesday was brought in here by the *Washington* Privateer, a Bark bound to the West-Indies, to fetch soldiers for the enemy; she had on board a quantity of provisions, and a few pieces of cannon.[1]

Yesterday was brought into this harbour, taken by a privateer belonging to Salem; a ship from Grenada, bound to London, having on board 290 hogsheads of Sugar, 40 of rum, and 2 of coffee.[2]

The same day was carried into Portsmouth, a ship of between 2 and 300 tons, laden with about 230 hogsheads of sugar, 50 of rum, and some wine. We also hear that a Schooner of about 90 tons, laden with salt, linen and Household Furniture, was carried into Ipswich, about two days ago.

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1. The *Millham,* 200 tons burden, John Johnson, master.
2. The *Batchelor,* a prize of the privateer *Sturdy Beggar.*

JOURNAL OF THE MASSACHUSETTS COUNCIL[1]

[Watertown] Friday Septemr 27th 1776

Letter from Capt Alexander Coffin representing he was taken & Robbed by a Continental Privateer in his Passage from London being intrusted by the Friends of America there with important Intelligence Read and Ordered That Thomas Cushing Esqr be directed to take the same under

Consideration and draft a Letter to the President of Congress inclosing a Copy of said Letter and Report who reported a draft which was Read and Accepted.

Petition of James Kennedy late Master of the Ship *Peggy* setting forth that he has before made not his situation known and still continues in a bad State of Health and a Family depending upon him for support and praying that Permission may be granted him to depart this State in the Ship *William* purchased by William Ross with a servant Man and Girl named Sophia Kennedy.

In Council Read and Ordered that the Prayer of the Petitioner be so far granted that he have Liberty to depart this State with his Servant Girl named Sophia Kennedy (but his Servant Man not permitted to go) in the Ship *William* Commanded by Benjamin Moore lately purchased by Mr Ross for the purpose of transporting himself and others to Great Britain provided the said Ross permit him to go in said Vessel.[2]

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1. Mass. Arch., vol. 19, 249, 251.
2. *Ibid.*, vol. 165, 290–91, others granted permission on this date to depart on board the *William* included: James Fulton, Richard Pyne, and John Denniston.

GOVERNOR JONATHAN TRUMBULL TO GEORGE WASHINGTON[1]

[Extract] Lebanon Septemr 27th 1776

Can your Excellency spare our Row Galleys from further Continental Service? The men and their arms may be used to great advantage on board our Ship and Brigantine. The enterprize formerly mentioned to you; in which I have the promise of Admiral Hopkins concurrence. Your advice on this head is wanted as we are not so well acquainted what alteration your present situation makes in regard. An early answer will be necessary, if they can be spared, and the intended naval expedition is yet pendent and practicable.

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1. Trumbull Papers, XXIX, Letter Book IV, 350, ConnSL.

BENJAMIN HUNTINGTON TO THE CONNECTICUT COMMITTEE OF THE PAY TABLE[1]

Lebanon Septr 27th 1776

Draw on the Treasuror of this State for the Sum of thirty Pounds in Favour of Capt John Skinner to Enable him to Escort the Governors Brown [Montfort Browne] & Skeen [Philip Skene] to Genl Washington to Exchange them for other Prisoners and to Render his Acct

By Order the Govr & Council of Safety
Benj Huntington Clerk P.T.

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1. Conn. Arch., 1st Series, VI, 390a, ConnSL.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY[1]

[Lebanon] September 27th, 1776.

Voted, That the overseers of the furnace at Salisbury be and they are hereby directed to deliver to the agents for building the continental ship at Chatham[2] twenty-four twelve-pounders and six six or four-pounders of cannon: they receiving the same at said furnace and paying at the rate of £ 3 10 0 per hundred weight for the twelve pounders, and £4 0 0 per weight for the smaller cannon. *Order delivered to Mr. Dean* [Barnabas Deane] *Sept 27th 1776.*

Voted, That Dr. Joshua Elderkin of Windham be impowered and directed to provide a sufficient quantity of tow cloth for one [73] hundred and forty hammocks for the ship *Oliver Cromwell,* and that he forward what tow cloth he has on hand and purchase a further quantity, if to be had soon, for said use, to the amount of four hundred yards in the whole, and forward the same to Capt. [Ephraim] Bill for said purpose.

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[1] Hoadly, ed., *Connecticut Records,* XV, 526–27.

[2] The frigate *Trumbull.*

NATHANIEL SHAW, JR. TO GOVERNOR JONATHAN TRUMBULL[1]

Sir New London, Sepr 27th 1776

The barer Capt [Charles] Walker[2] has had an Oppertunity to see one of his Friends who Just now Came from New Providence with a Load of Salt, and as that Island is so Situated for Trade Capt Walker is very Certain it will be of great Advantage to the American States to have Supplys from that Quarter, and att Present the Person who is Principal in the Custom House their makes all the Difficulty in his Power in Clearing out the Vessells for Halifax &c – This Person is Acting as Deputy to Mr [James] Babbage who is a Prisoner att Middletown & was brot into this State by Comadore Hopkins,[3] and Capt Walker is of Opinion that if Babbage Could be Releas'd or Sufferd to Return on his Parole he would be of Infinite Service to the trade of that Island in persuing the trade to these States, for the Particulars must refer you to him – I have att all times when Babbages Name was Mentioned heard Comodr Hopkins give him a Good Character as doing Every thing in his Power to Serve the People in trade I am Sir [&c.]

Nath[l] Shaw Jun[r]

[Endorsed] Re Mr Babbidge recd p Capt Walker 28th inst

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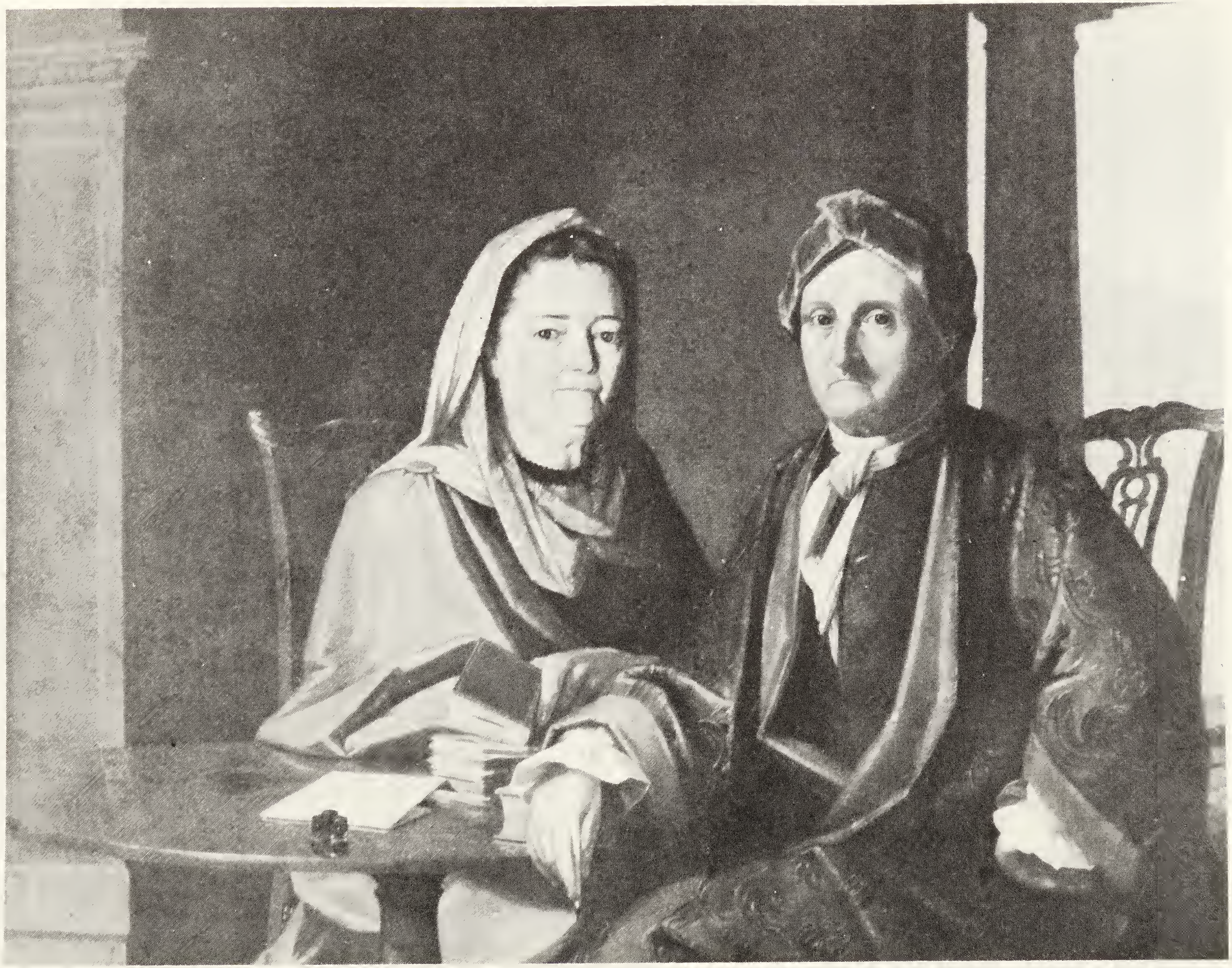
[1] Conn. Arch., 1st Series, IX, 316, ConnSL.

[2] Walker was owner of the sloop *Endeavour,* engaged by Hopkins to carry the cannon taken from New Providence. See Volume 5.

[3] See Volume 4. Babbidge was granted his parole on September 28, Trumbull Papers, V, 349, ConnSL.



Governor Jonathan Trumbull and His Wife Faith Robinson Trumbull.

JOURNAL OF LIEUTENANT WILLIAM DIGBY[1]

[Isle aux Noix]

27 [September]. Had the pleasure of seeing two of our schooners, the *Maria* and *Carlton* come up to us from St Johns. Captain Pringle was appointed Commodore of the Lake-Champlain, and to command on board the *Maria,* so called after lady Maria Carlton.

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[1] Digby's Journal, BM.

ROBERT R. LIVINGSTON TO EDWARD RUTLEDGE[1]

[Extract] Fish kill 27th Sepr 1776

. . . with respect to [Esek] Hopkins — you have but one way left, appoint an Admiral — but dont flatter yourself that even that will bring about a resignation. A sense of honour must exist where in dignity produces a sacrifice of interest — If you have not the courage or interest to carry this as the next wise step sell your ships to private adventurers[2] . . .

. . . Our affairs to the Norward are pretty favourable tho' we had an alarm last week in consequence [of] which all the militia of the northern counties marched but are since returned — had you built some vessels on Lake Ontario as p orders we shd have been perfectly safe on that quarter, upon which alone in my opinion we are accessible —[3]

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[1] Robert R. Livingston Papers 1765–1776,LC.

[2] Referring to congressional censure of Esek Hopkins. Ford, ed., *JCC,* V, 660–62.

[3] *Ibid.,* 539, 542, Schuyler was given a recommendation by Congress on July 11, 1776 to "take proper steps for erecting a fort at Oswego and building gallies on Lake Ontario."

CERTIFICATE OF COLONEL STEPHEN MOYLAN IN FAVOR OF BENJAMIN EYRE[1]

Harlem heights 27th September 1776

I do hereby Certify that Captain Benjn Eyre, built & completely finished two Gondolas or Row Galleys, one other, is finished all but the smiths work, and one was Left on the Stocks at Newyork entirely Timberd & Rigged

that he was actively employed about the Water frize, Sunck in the North River & has been allso employed to appraise sixteen vessells taken up to sink in the North and the east River, that he has gone up to Albany to engage & hurry down plank and boards for the use of the Army, all which he has to my Certain Knowledge faithfully executed.

Stephen Moylan

[Endorsed] I certify as above
Thomas Mifflin

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[1] Papers CC (Memorials addressed to Congress), 41, III, 11, NA.

JOURNAL OF H. M. SLOOP *Senegal,* CAPTAIN ROGER CURTIS[1]

Sepr [17]76	Moor'd with the Stream Anchr In Amboy Channel off Red head.
Friday 27th	AM Employ'd on Sundrys – Sent the Boat Watering Moderate & Clear at 3 P M two of the Long Boat Men run away with the Long boat Loaded with Water from the Waterg Place, Man'd and Arm'd the Pinnace and sent after her, but her getting on Shore brot down a party of Rebels could not get her off for the fire from them –

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[1] PRO, Admiralty 51/885.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

Philadelphia Friday, September 27, 1776

Resolved, That the Marine Committee be empowered to pursue such measures, as they judge proper and effectual, to import as much salt as possible.

The Marine Committee, to whom was referred the petition of Francis Guillot, brought in their report, which was taken into consideration; Whereupon,

Resolved, That Francis Guillot be permitted to fit out and arm a privateer, under the colours of the United States, and that he be permitted to equip and arm the said vessel in such place as he thinks he can do it at the smallest expence; he giving the usual securities in such cases directed by Congress.

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[1] Ford, ed., JCC, V, 830–32.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO JOHN ROSS[1]

Mr John Ross[2] Philada Septr 27th 1776
Sir

As Several of the Vessells by which we have heretofore ordered out blankets & cloathing for the use of the Publick, have unfortunately been taken We think it prudent to give fresh orders in hopes the Goods may yet reach America in time to be Very Serviceable, We therefore request of you to purchase on the very best terms in your power immediately on the receipt of this letter

Ten Thousand Striped blankets
Thirty Thousand Yards of 6/4 broad cloth brown
 & blue Colours from 3/ to 6/ Stg p Yd
Three Thousand Yards different Colrs for
 Facings at about 4/ Stg P Yd
One Thousand pieces of Duffields or some such
 Cloth at about 90/ –

We will immediately set about making you remittances to pay for these Goods, therefore You may either employ any money already in your hands on Publick Acct in this purchase or pledge your Credit for speedy Payment as we are making large purchases of Rice Indico Tobacco &c for immediate Exportation and the approaching Season will give us fair opportunity's of getting these Goods to Market whereas we have been much hampered during the Summer by the Cruizers on our Coast. You will buy these Goods where ever You can soonest get them, Great Britain & Ireland excepted, and you may send them out by any good Vessell belonging to America but if none such offers immediately, You may Charter a Foreign Vessell to take them & proceed for this Coast immediately with orders to get into the first place of Safety She possibly can in these united States of America, whatever terms you fix shall be Complyed with, depending that you will have them as moderate as possible and we will load the Vessell back to Europe immediately. If any difficulty Occurrs about getting these Goods out to America direct, you may then Ship them out, to Wm Bingham Esqr at Martinico, to Mr Cornelius Stevenson at St Eustatia Mr Isaac Governeur at Curracoa or to Mr Stephen Ceronio at Cape Francois with orders for them to forward them to us with all possible dispatch by different Conveyances. We beg your utmost attention & dilligence in the execution of this order the Goods are extreamly Wanted & you must not loose one Moment of time. You may rest assured of soon being enabled to pay for them & We remain Sir [&c.]

B Franklin
Rob^{t} Morris
Richard Henry Lee
Fra^{s} Lewis
Phil. Livingston

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1. Signers of Declaration of Independence, vols. 1–2, PML.
2. Ross was a Philadelphia merchant who had gone to Europe in February 1776 to contract for supplies.

WILLIAM HOOPER TO SAMUEL JOHNSTON [1]

[Extract]

Our privateers have been successfull – I will not say any of our Continental Ships lest I should infringe upon Hews' department[2] I fear that the Want of Men & Cannon will prove an insuperable Obstacle to their Movements.

Philadelphia Sept 27 1776

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1. Samuel Johnston Papers, NCDAH.
2. Hewes, who carried this letter, was on his way home to Edenton, his health having been much impaired from "the large share of naval & mercantile business which has been allotted to his attention by Congress," North Carolina Delegates to the Council of Safety, September 26, 1776, Continental Congress Delegates Letters, NCDAH.

Willing, Morris & Co. to William Bingham, Martinique[1]

[Extract] Philada Septr 27th 1776

We have wrote fully to our Mr Thos Morris respecting Insurances & desired if he can effect Insurance on Ships & Goods from the West India Islands to this Continent & Vice Versa, to inform you of it immediately. We have wrote him & several of our Friends to send us letters News papers, Goods & Merchandize, Via Martinico under your care & we beg your particular care of them. You will know the Events of War are most uncertain, our American affairs have not at this time so pleasing an aspect as we cou'd wish & shou'd they grow much worse, it may not be a desirable thing to bring property hither, therefore we are determined to give you early information of such material Changes as may happen, at present we Continue in oppinion that Mr Bealle shou'd ship all his Goods back in this Sloop *Independance* as the Captain has orders to Receive onboard whatever you desire, or if there are other Good Conveyances you may divide them sending part to the care of Messrs Hewes & Smith at Edenton No Carolina, part to Mr J. H Norton at Wmsburg Virginia & the rest by Capt [John] Young, the whole however to be forwarded to Mr. Norton in Virginia agreable to Contract. We also Continue of opinion that you shou'd ship back by the *Independance* the Value of Two Thousand pounds in dry Goods taking care to buy in this parcell as many Woolens of every kind as possible, for Woolens are exceedingly wanted any Number of Blankets the more the better, Rugs, Cloths, &c &c next to these Sail Cloth, Coarse Linens, Warm Coarse Stockings and inshort any thing fit for Winter Wear. . . . We sold the Goods by Capt Wickes for 100 PCt adva[nce] on the Invoice & intended to send You Actt Sales by this Conveyance but cannot the purchaser complains that many things were laid in very dear at Martinico. If you think proper you may write to our T M [Thomas Morris] under Cover to Messrs Delap advising him the Value of the Goods you ship back by this or any other Vessell & desire him to procure Insurance if he can Effect it against British Cruizers at about 10 to 12½ pCt on such Vessells as the *Independance,* or for 20 to 25 PCt on unarmed Vessels, & if Mr Bealle & you judge it most prudent you can do the same with respect to his Goods, but we are really of opinion there is not much danger of this Sloop which is well Armed & Sails very fast We think you shou'd give her the utmost dispatch in your power & as its probable that another will soon follow you can prepare more Goods if any fit for Winter can be got. We mentioned above that it is possible our affairs may go so wrong that the property will be safer with you than with us, We hope this will not be the case nor is there any present danger of it, but its well to be guarded at all points & if such event is like to happen we will Contrive you the earliest Notice of it, to prevent your Shipping Goods either on your or our Account at any time when they might be likely to come into the Jaws of the Enemy. It may be well therefore that You make some strickt Friendship with a Man of known Integrity & honor into whose Trust You can safely Commit any property that may be in your hands shou'd such unhappy News come to you This Friend shoud recive & Cover it as his own untill You order otherways, for if America proves unfortunate in this Contest, We doubt much if the French Govermt. will protect her Agents, or if they do it may not be Safe to have much property in their power, but all this is meer apprehension you'l keep it closely to yourself & only take the previous measures for such a Cover without imparting Your Design to any person living. . . .

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1. Papers of Robert Morris, Accession 1805, LC.

Libel in Pennsylvania Admiralty Court Against Slaves Taken in the British Armed Sloop *Edward*[1]

Port of Philadelphia, Pennsylvania, ss. } To All whom it may concern.

Notice is hereby given, that a Court of Admiralty will be held at the State-house, in the city of Philadelphia, on Tuesday the fifteenth day of October next, at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bill of John Barre, commander of the brigantine of war called the *Lexington* (who as well, &c.) against James and Joshua, Negro Slaves, lately taken on board the prize sloop called the *Edward,* commanded by Richard Boger. To the end and intent that the owner or owners of the said slaves, or of either of them, may appear and shew cause, if any they have, why the same should not be condemned according to the prayer of the said bill.

By order of the Judge,
Andrew Robeson, Register.

[Philadelphia] Sept. 27, 1776.

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[1] *Pennsylvania Evening Post,* September 28, 1776.

Journal of the Maryland Council of Safety[1]

[Annapolis] Friday. Sepr 27th 1776

Warrant issued to William Patterson to enlist twenty five men for the marine service. –

Ordered That Western shore Treasurer pay to Captain Wm Patterson seventy five Pounds for enlisting men, as above.

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[1] Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

Maryland Council of Safety to Lux & Bowly[1]

No 194
Gentn,

We are told by Mr Stephen Steward, that you heretofore engaged to furnish him with Some Cordage for our armed vessels by this time, but that you have not got any ready for him; – we are in very great want of that

Article, and desire to be immediately informed, when you can supply him, that if it cannot be done within a reasonable Time at yr Yard, we may endeavour to provide it some where else – disappointments of this Nature especially ought to be avoided, as the Consequences may prove very injurious. We are &c:

[Annapolis] Sept 27th 1776.

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1. Council of Safety Letter Book, No. 1, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Friday September 27th 1776

Ordered that a permit issue to James Darrel, Master of the Brig *Anne* from Bermuda laden with Salt, to proceed up James River and dispose of his Cargo.

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1. McIlwaine, ed., *Journals of the Virginia Council,* I, 177.

PURDIE'S *Virginia Gazette,* SUPPLEMENT, FRIDAY, SEPTEMBER 27, 1776

Williamsburg, Sept. 27.

Since our last two vessels have arrived at Hampton, one with 800 bushels of salt, the other with 300; and one is just come up to Jamestown with 2500 bushels, and some fruit.

A small Baltimore privateer carried into Chingoteague, upon the Eastern Shore, the beginning of last week, a brig from Jamaica laden with 400 hogsheads of sugar and 140 hogsheads of rum.[1]

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1. The *Caroline,* taken by the Maryland privateer schooner *Harlequin,* Captain William Woolsey.

CAPTAIN FRANCIS PARRY, R.N., TO CAPTAIN ANTHONY HUNT, R.N. [1]

Copy

Sir,

I received your Letter of this Day's date, wherein, in Consequence of an Order from the Viscount Howe, I am ordered to give in Writing the State & Condition of His Majesty's Sloop *Cruizer* under my Command, and if she is found as represented by former Examinations & Surveys; without a Moment's Loss of Time, to cause all the Furniture, Stores and Ammunition, with the Officers and Men to be sent on board such Ships as You shall order to receive them, and then to destroy the Sloop; I am to inform You that the *Cruizer* is much worse than when surveyed, and that I expect she will sink at Anchor, as We are continually pumping; so that I have given the Orders for the Stores to be ready for Removal when ordered, and shall then destroy the Sloop. I am, Sir [&c.]

Fran^s Parry.

Cape Fear Harbour, Septr 27th 1776.

Capt Hunt of His Majesty's Ship *Active* & Senior Officer in Cape Fear Harbour

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1. PRO, Admiralty 1/487.

JOURNAL OF H.M.S. *Galatea,* CAPTAIN THOMAS JORDAN[1]

Septr 1776 Bermuda So 16.23 W 305 Miles

Friday 27th at 11 AM Saw 7 Sail in SW Quarter suppos'd to be the *Pallace* [*Pallas*] and her Convoy.

Modt and Clear Wr at 8 P M Saw a Sail, do gave Chace at 12 brot too a Brig[2] from Dominica bound to Liverpool who was taken by the *Joseph* Privateer of 12 Six pounders.[3] do took Possession of her.

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[1] PRO, Admiralty 51/380.

[2] Identified in a journal entry of October 20, as the "*Alice* Brigg."

[3] The *Joseph,* a Rhode Island privateer, John Field, commander, commissioned in August 1776.

JOURNAL OF H.M.S. *Boreas,* CAPTAIN CHARLES THOMPSON[1]

Septemr 1776 Monte Christa SWBS abt 3 Lea[gue]s

Friday 27 Light Breezes & Cloudy at 5 P M Saw a Sail made Sail spoke a french Ship from Nantz bound to Portau prince at 7 fird a Shott Brought too & [examined] a Sloop from Nantucket for Hispaniola Loaden with provisions & Lumber[2] took possession of her Brot her men onboard & sent a Petty Officer with 4 Men to take charge of her.

---

[1] PRO, Admiralty 51/125.

[2] Schooner *Adventure,* see Gayton's Prize List under October 8.

JOURNAL OF H.M. SCHOONER *Porcupine,* LIEUTENANT JAMES COTES[1]

Septem: 1776 Saw the land [Haiti] bearing SbE 13 or 14 Lgs

Friday 27 A M at 4 Saw a Sail in the NW Qutr Gave Chace, hoisted the Boat out & sent her Manned & Armed, Spoke the Chace, proved to be a Schooner from Cape Francois to Philadelphia[2] Sent the Mate & 4 hands to Conduct her down to Jamaica, bore up in Co with the Schooner

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[1] PRO, Admiralty 51/702.

[2] According to Gayton's prize list, the vessel was the sloop (not schooner) *Hannah,* Silvester Gray, master, with a cargo of molasses and sugar.

28 Sept.

MASTER'S LOG OF H. M. BRIG *Diligent*[1]

Septr 1776 In Petit De Grat Harbour Island of Madame.

Saturdy 28th AM at 7 Sent the Marines ashore with the *Hope*'s People in pursuit of the Men belonging to the Privateer, came on board a Pilot, at 10 weigh'd the Kedge & hove Short on the Sl Br it blowing Strong we could not get out, veer'd away again

First part Squaly with hail & rain, Middle & latter light breezes & Cloudy P M at 2 got on Bd the End of the Bt Br Cable & weigh'd the Sl Br Anchor at 5 our Marines & the *Hope*'s return'd, having taken 33 Men belonging to the Privateer; recd 16 of the Prisoners; at 8 weigh'd made Sail & turn'd out of the Harbour & Stood over for Canso.

1. PRO, Admiralty 52/1669.

MASTER'S LOG OF H. M. SLOOP *Hope*[1]

Remark's &c on Fridy the 27th Septr 1776

4 [A.M.] Fresh Breezes and Hazy
the *Diligant* Joind Compy White Point NBE 5 Leagues
6 Saw a Sale in the NE Qr out all Reefs and made Sail & Chaced fired 2 four Pounders Shoted at her to Bring her too found hir to be a Brig from Halifax bound to Spainish River, at 9 standing in to Canso, Discovered a Rebel Privatteer at Anchr who Imeadly got under Sail md the Signl to the *Diligant* to Chace to the NE work thro Canso Harbr & ran threw the Sl Gut & Chaced the Privater

12 [M.] Remark's &c in Petet De grat Harbour
First Party Light Breezes and Hazy Wr Midl fresh Gales and Squaly Latr Stronge Gales and Hard Squals P M at 2 the Rebels ran the Privateer on shore and left her & Set hir on fire Fired 3 Foure Pounders Shoted at the Rebels on Shore, sent the Boats mand & armd to tacke Posesion of hir at ½ Past 2 P M Anchored in Pitit De Grat Harbour with the Sl Br in 4½ fms and Vrd to ⅓ of a Cable the Privater prov'd a Schooner from Salem Caled the *General Gates* of 4 Guns and 40 Men[2] took 2 men English Prisoners out of her one belonging to the *Renown* & the Other to the *Dispatch* Schooner Sent the Kedge Anchor out with a Hawsor to Warp the Sloop in to the Road, at 6 they got the Prize off and Anchor'ed her in the Road, Warped up to the Kedge Anchor and made fast a Hawsor to the *Diligant*s Cable who Soon after Slipt and Saild, Warpt up to her Anchor and took the Cable in at 8 the *Diligant* Anchored again,

Saturdy 28th at 10 AM Landed a partey of men with the Capt & Lutenant in Persute of the Rebels, at Noon Slipt the *Diligant*s Cable and Anchored with the Sl Br in 6 fms & Vr'd to ½ a Cable Wt Pt WSW Et Pt SBE the Island NE Lost a Lead and Line First Part Fresh Gales and Squaly Midl and Latr Light Airs and fair Wr at 8 P M the Officers with the Partey Returned with 34 Rebel Prisoners belonging to the Rebel Privater, sent 17 of them onbd the *Diligant* at 12 She Sail'd hence.

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1. PRO, Admiralty 52/1794.
2. Commissioned August 8, 1776, William Carleton as commander, owned by John Gardner, Jr. and partners of Salem. Mass. Arch., vol. 5, 322.

The Freeman's Journal, SATURDAY, SEPTEMBER 28, 1776

Portsmouth [September 28].

On Thursday last arrived here the Prize-ship *Royal Exchange,* Lawrence Bowden, late master, she was taken by the Continental ship *Columbus,* Abraham Whipple Esq; commander, on the 29th ult. on her passage from Grenada to London, having on board a valuable cargo, consisting of two hundred and eighty four hogsheads and 2 tierces of Sugar, fifty-five hogsheads of Rum, 14 hhds Coffee, 2 bales of Cotton and some Madeira Wine. The Prize Master (Mr. Onely [Joseph Olney]) informs of two other prizes being taken by the *Columbus,* just before this, on their passage to Europe from the West Indies, and in his passage hither spoke with the *Providence* Brigantine belonging to the United States, who informed him of her taking two valuable prizes, and sent in to Providence.[1]

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[1] The Continental sloop *Providence,* Captain John Paul Jones.

JOHN LANGDON TO JOSIAH BARTLETT[1]

[Extract] [Portsmouth, September 28, 1776]

and his Mate Mr Hopley Yeaton were Americans, and high Liberty men, and the Ship Sailed from London, before the Ninth of September 1775 in the same Voyage ours did from the Continent yet the Jury, who are supposed, nearby connected, with the Owners, of the Privateer, contrary to the most upright charge given by the Judge, condemn'd her, not even allowing the adventure, or any thing else, this I and many others look upon as absolute Piracy, and hope a redress, [Tobias] Lear[2] demanded an Appeal to Congress, but the Act of Massachusetts, would not allow it, therefore was Oblig'd to appeal to their Superiour Court, but hope the Congress, will support their Resolutions and grant an appeal to Congress, as this matter is between Colony and Colony, or rather the Subjects of State, with those of another, and therefore the appeal, should lay to Congress or some body appointed by them, otherwise they will be Judges, in their own Cause. This is a matter I should be glad to know whether, an appeal does not lay to Congress, in all cases whatever, as to Marantime affairs. — Your Friend [&c.]

John Langdon

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[1] John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis. First part of letter torn off. Date established from position in Langdon letter book.

[2] The ship *Polly,* of seventy tons burden, with a cargo of 350 hogsheads of best muscovado sugar, owned by Tobias Lear, and Hopley Yeaton, mate, was taken by the Massachusetts privateer sloop *Revenge,* Captain Joseph White, and condemned in the Massachusetts Middle District Admiralty Court on September 17. See *Independent Chronicle,* Boston, September 26, 1776, for notice of sale of *Polly*'s cargo.

CAPTAIN JOHN CLOUSTON'S RECEIPT FOR MONEY RECEIVED FOR ENLISTING SEAMEN FOR THE MASSACHUSETTS STATE SLOOP *Freedom*[1]

Boston 28[th] September 1776. Received of Benjamin Austin Esqr Fourteen pounds being So much he paid me for One Months Advance Wages to Seven men Enlisted on board the Sloop *Freedom* belonging to this State £ 14. 0. 0

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[1] Mass. Arch., vol. 165, 313½.

Providence Gazette, SATURDAY, SEPTEMBER 28, 1776

Providence, September 28.

Major Crane, of this Town, was wounded in the Foot by a Shot from the Ship *Rose,* commanded by the infamous Wallace, when he was attacked and so roughly used in the East River, a short Time since.

Captain James Monro, in the Privateer *Sally,* of this Place, has taken a large Frigate-built Ship, laden with Sugar, Rum, Cotton, Madeira Wine, Whale Oil, &c. bound from Barbados to England, and sent her into a safe Port.[1]

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[1] The *Blaze Castle.* This issue of the newspaper contains Captain Munro's libel against the prize.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES [1]

[Extract] Isle Valcouer Sepr 28th 1776 –

Dear General My last was from the Bay St Amont the 22d Inst by Capt [Isaac Budd] Dunn, which make no doubt you have received. – the next day the Fleet arived safe at this place, (which is an excellent harbour) we are moored in a small Bay, on the West side the Island, as near together as possible. & in such a form that few Vessells can attack us at the same Time, & then will be exposed to the fire of the whole fleet

The 25th I dispatched into Canada a German who. was Mate of the *Revenge.* & a New England Man, who speaks French well, both are Sensible Fellows, & may be depended on, they are extremely well acquainted with the Country, go in Character of Deserters, & have proper Instructions & Credentials. (Sixteen of each sort.) sewed up between the Soals of their shoes. – As they run a great Risque, I have promised them (In Case they succeed) Five hundred Dollars, between them; As soon as they know the Success of their Embassy. they are to return – One of them was a Ranger with [Robert] Rogers all last Warr, has since lived in Canada & Knows the Woods perfectly. – Two Men are stationed on the Isle A La Motte to watch the motions of the Enemy –

Early yesterday morning Serjt Strictland with Twelve Men in a provision Batteau passed this place, & went as farr as Point Au fere, but not finding the fleet returned. the *revenge* (on a Cruise) picked them up at 6 oClock last night, the Serjt. Took the Schooner for an Enemy, & stupidly, destroy'd All his Letters & papers, when she was at a distance from him, which was very mortifying to me as I am deprived the pleasure of your Letter, & have a long time Anxiously waited for the particulars of the Affair at New York – This Fellow can give me no manner of Intelligence respecting the Gallies, or any thing else. – I expect them every minute, as the Time is elapsed in which you wrote they would be ready –

Colonel [Thomas] Hartley writes me tha[t] One Gally was expected at C[rown] Point the 26th & that. t[he] Others would be there the 27th, there is a fine wind for the Enemy to come down, If. they appear too Strong For us, I will retire untill I meet the Gallies

1. Gates Papers, Box 4, NYHS.

Journal of the New York Convention[1]

Saturday Morning,

[Fishkill] September 28th, 1776.

Captain Rogers being called in and examined, as to the condition of the sloop *Montgomery,* says, that the vessel is in good repair; that she wants nothing but provisions and a little gunpowder; that one of the prizes which he formerly took, to wit, a small Bermuda sloop, is at Rhode Island, as he hopes, by this time, condemned; that she had also on board some sails and rigging, taken from the other vessels of which he made captures; that he brought off a few things in a boat from Huntington, at the time he took Isaac Ketcham and Samuel Skidmore; that the latter was a person who had taken possession of a farm of a brother of Capt. Zeph. Platt; that he came to the Convention to request their directions how to dispose of the vessel, the *Montgomery.*

Resolved, That the vessel of war, the *Montgomery,* be continued in the service of this State.

That Mr. Harper, Mr. Bancker and Mr. Zeph Platt, be a committee to give such instruction to Capt. Rogers, as they shall think proper, to enable him to proceed on a cruise with all possible expedition; and also that the said committee give such directions to Capt. Rogers relative to any prizes or prize goods, remaining on Nassau island, as they shall think proper.

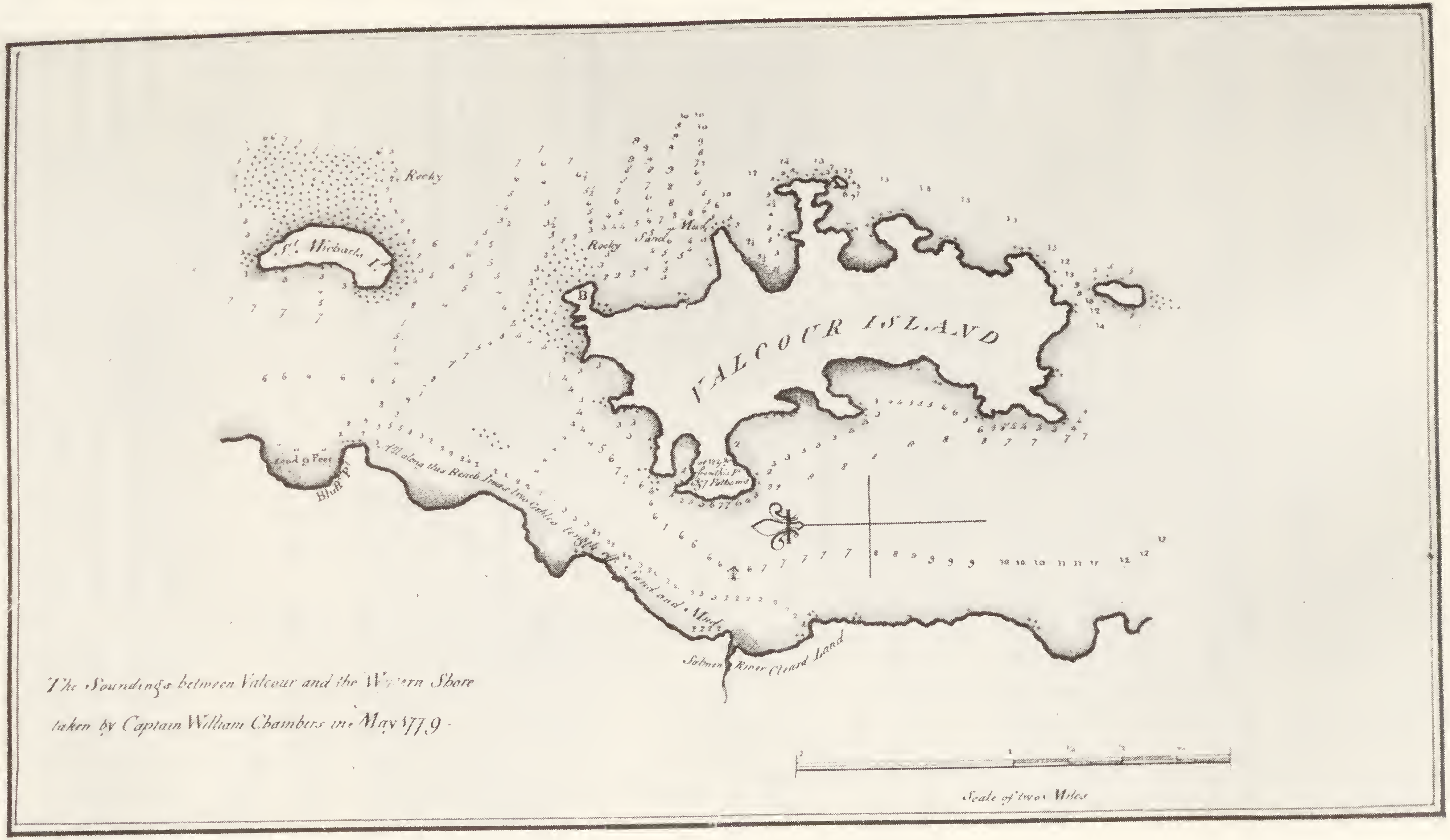
A letter from Robert Yates, Esqr. chairman of the secret committee for obstructing the navigation of Hudson's river, was received and read, and is as follows, to wit:

> Poughkeepsie, Wedy. 25th Septr. 1776.
>
> Sir – We have obtained 2 sloops, 2 brigs, and 2 large ships, for the purpose of obstructing the channel of Fort Washington; one of the sloops, the *Clinton,* heretofore purchased by the committee, we found here, the other we have ordered from Fort Montgomery; the two brigs are here also, one of which belongs to Malcom, Kip and Lott, the other is a New-England vessel, about 120 tons burthen,

> loaded with wheat, staves, and a considerable quantity of inch boards; the wheat and staves we have ordered to be stored, but send down the boards for public use. The ships are in Esopus creek, owners Messrs. Franklin; they are two very fine vessels, in the building of which much extraordinary pains have been taken, both as to timber and workmanship. On our going there, we ordered them to be hauled out, and expect they will proceed to Fort Washington this day. The two sloops, the *Clinton* and that from Fort Montgomery, we think are almost arrived by this time, as the *Clinton* sailed yesterday with a fair wind, and the other must have proceeded from the fort shortly after the *Clinton*'s arrival there; and as to the brigs, we shall be able to despatch them to-day also. The *Camden,* Capt. Castle, with near 2,000 feet plank, and Capt. Donaldson with upwards of 6,000 do. sailed yesterday also. The ships and brigs aforesaid, we are to have appraised by the time they are ready to set off from here, and we imagine the ships will run very high. Our stock of money is very low, and our contracts far exceeding the sum we were furnished with; the demands on this committee are frequent and urgent. Upon these considerations we hope the Convention will, by some means or other, furnish us with a further supply. We are, sir [&c.]
>
> By order of the committee,
> Robt. Yates, Chairm.

A letter from Mr. Samuel Tudor, one of the agents superintending the building of the Continental frigates at Poughkeepsie, was read, and is as follows, vizt:

> Gentlemen – Enclosed I send you General Schuyler's two letters of the 23d and 25th inst. with an order for more cordage; I am, on my own part, extremely anxious to serve, to the best of my abilities, each department, wherein the defence of our country is aimed at; but having this day received a letter from Mr. Van Zandt, (one of the commissioners for building the ships,) wherein he expresses his disapprobation of my sparing any of the materials belonging to the ships, without an express order from Congress or the commissioners. If I have hitherto erred, it is in judgment only, and with the advice of your Honourable House. This second demand from Genl. Schuyler coming to hand unexpectedly, and immediately after the receipt of Mr. Van Zandt's letter, has put me to a stand. An indemnification, or letter of approbation, from Congress, for our former proceedings, which you promissed to procure for us, I believe is the reason of the commissioners disapproving our going further, (as that has not yet appeared either to them or us) ; if you have procured it, pray send it, as also your most candid advice to me in the premises. I am, gentlemen [&c.]
>
> Saml. Tudor.



Rocky
S.t Michaels I.d
Rocky
Sand
Mud
B
VALCOUR ISLAND
at 12 4 from this P.t 5 & 7 Fathoms
Good 9 Feet
Bluff P.t
All along this Beach I was two Cables length off Sand and Mud
Salmon River
Cleard Land
Scale of two Miles

The Soundings between Valcour and the Western Shore
taken by Captain William Chambers in May 1779.

Poughkeepsie, 27th Sept. 1776.

Convention of the State of New-York.

Two letters from General Schuyler, signed by the one bearing date on the 23d, and other on the 25th instant, directed respectively to the superintendents of the Continental ships now building at Poughkeepsie, were read.

The General thereby applies to the superintendents for rigging out of the Continental stores at Poughkeepsie, to fit out some row gallies on Lake Champlain.

A list of the stores wanted for the said row gallies, was also enclosed in the said letters, which was likewise read.

A letter from Robert Yates and Gilbert Livingston, Esqrs. two of the committee for obstructing the navigation of Hudson's river, was received and read, and hereafter follows, vizt:

> Poughkeepsie, Septr. 27th, 1776.
>
> Sir – The bearer hereof, Capt. John Hun, is come down with three batteaux from Genl. Schuyler, for cordage; Capt. Tudor, to whom he is directed, informs us that he cannot spare the quantity the General requires.
>
> Out of one of the new ships belonging to Franklin, we have taken all the new cordage and stored it with Capt. Schenk. We acquaint you with this circumstance, that in case the Convention should judge it necessary, they may give directions to complete the remainder of the General's orders out of this store. We are, sir, [&c.].
>
> Robt. Yates,
> Gilbert Livingston.
>
> Capt Schenk has the charge of the cordage, and if any orders are given they ought to be directed to him.

Ordered, That the said letters from Genl. Schuyler, and inventory of rigging wanted, the said letter of Capt. Samuel Tudor received this day, and the letter from Messrs. Yates and Livingston of the 27th instant, be committed to Mr. Gansevoort, Mr. Duane, and Mr. Cuyler,

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1. *New York Provincial Congress,* I, 649, 650.

GOVERNOR JOSIAH MARTIN TO LORD GEORGE GERMAIN [1]

Duplicate No. 4.

Long Island near New York
September 28th 1776

My Lord

I have the honor to offer Your Lordship my sincerest congratulations on the successes of His Majesty's Arms, that have already Secured at least the important point of good Winter Quarters for the troops by the possession of the City of New York, and this Island, which although very greatly exhausted by the depredations of the Rebels, will yet contribute much to the support and comfort of the Fleet and Army, if the parts of the coast, most exposed, are timely protected against the New England People, who have crossed the Sound, and made Several descents on the North side of this Island, for the purpose of driving off Cattle, and seizing persons well affected to Government, since the troops took possession of the Western part of it.

It being manifest My Lord that my return to North Carolina, to lie on board Ship can answer no sort of purpose, and Lord Howe having seen it expedient to call away His Majesty's Ships that are stationed at Cape Fear River rendering it impossible for me to resume that very irksome situation, I remain here in readiness to take any part that may be assignd me, until further operations, shall open a way to my wishes, and my particular duty to promote his Majesty's Service in that Province.

Since my arrival at this place I have received My Lord, but I have not been able to find out through what Channel, the original and duplicate of The Earl of Dartmouth's letter of the 8th of November last, signifying The King's Pleasure that I should inform His Majesty's Officers within the Government of North Carolina, that they were not expected by His Majesty to remain in their present stations at the hazard of their lives and properties, and that they were therefore at liberty to withdraw themselves from the Colony whenever their personal safety should make it necessary so to do. – I should have been happy My Lord to have received this letter while it was possible for me to communicate it: for I am persuaded the assurance it gives of attention to the unfortunate circumstances of the Servants of the Crown is a grace that would mitigate the sufferings of every other individual in the proportion it does my own.

The Transport Ship on board which I left at Cape Fear the loyal refugees from the shore of North Carolina I expect My Lord will come here with The King's Ships which are ordered from that Port, when I shall discharge her, and I presume, most of the Refugees, who for their good behaviour, and encouragement, I had formed into Companies, and entitled to pay pursuant to the powers vested in me to levy Provincial troops, will be ready to serve The King in such Corps, as The Commander in Chief shall please to consign them to

I have had the happiness to find my Family in safety, which, all circumstances considered, is better Fortune than I could reasonably expect. I have the honor to be [&c.]

Jo: Martin

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1. PRO, Colonial Office, 5/318.

Journal of the Continental Congress[1]

[Philadelphia] Saturday, September 28, 1776

The committee appointed to prepare letters of credence, &c, brought in their report which being taken into consideration, the letters of credence being read and amended were agreed to.

> The delegates of the United States of New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, to all who shall see these presents, send greeting.
>
> Whereas a trade upon equal terms between the subjects of his most christian majesty the king of France, and the people of these states, will be beneficial to both nations – Know ye therefore, that we, confiding in the prudence and integrity of [Here were inserted the names of Franklin, Deane and Lee] have appointed and deputed, and by these presents do appoint and depute them the said [names] our commissioners, giving and granting to them the said [names] or any two of them, and in case of the death, absence, or disability of any two, to any one of them, full power to communicate, treat, agree and conclude with his most christian majesty, the king of France, or with such person or persons as shall by him be for that purpose authorized, of and upon a true and sincere friendship, and a firm, inviolable, and universal peace, for the defence, protection and safety of the navigation and mutual commerce of the subjects of his most christian majesty and the people of the United States; and to do all other things, which may conduce to those desirable ends; and promising in good faith to ratify whatsoever our said commissioners shall transact in the premises. Done in Congress, at Philadelphia, the thirtieth day of September, in the year of our Lord, one thousand seven hundred and seventh six. In testimony whereof, the President, by order of the said Congress, hath hereunto subscribed his name, and affixed his seal.

Resolved, That the Commissioners should live in such stile and manner at the court of France, as they may find suitable and necessary to support the dignity of their public character, keeping an account of their expences, which shall be reimbursed by the Congress of the United States of America.

That besides the actual expences of the commissioners, a handsome allowance be made to each of them as a compensation for their time, trouble, risque and services.

That the Secretary of the Embassy be allowed a Salary of one thousand pounds sterling per annum, with the expences of his passage out and home.

That the Secret Committee be directed to export produce, or remit bills, until they make an effectual lodgment in France of 10,000 sterling, subject to the orders of the said commissioners for their present support, and report to Congress when it is effected, in order that Congress may then consider what farther remittances to order for this purpose.

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1. Ford, ed., *JCC,* V, 832, 833–34.

CAPTAIN JAMES NICHOLSON TO THE MARYLAND COUNCIL OF SAFETY[1]

Gentlemen. Baltimore Sept 28th 1776.

I received yours desiring my attendance to adjust the *Defence*'s accounts. I was under the necessity immediately upon my return here of sending the Clerk and Purser down to the Eastern Shore after men of the Frigate[2] and expect their return in five or six days, when I certainly will attend with them for that purpose, let my business with the Frigate be ever so pressing. I am Gentn [&c.]

James Nicholson

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[1] Correspondence of Council of Safety, Md. Arch.

[2] The Continental frigate *Virginia*.

MARYLAND COUNCIL OF SAFETY TO COLONEL JOHN HATTON READ[1]

No 195. Colo John Hatton Read of St Mary's County

Sir We do not address this letter to Colo [Richard] Barnes, because we expect he will be at the Convention. – We request you would assist Mr [Gilbert] Middleton in geting a nine Pounder on board his boat – and also in geting up a Small anchor lost by the *Defence*.
[Annapolis] 28th Sepr 1776

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[1] Council of Safety Letter Book, No. 1, Md. Arch.

JOHN HALL TO MATTHEW TILGHMAN[1]

Sir since my appointment of Judge of the Admiralty I have had the honour of being chosen one of the Delegates for Annarundel County — I have receiv'ed no Commission nor acted in any manner under the appointment. — and am determined to decline acting in that Department of Judge Admiral. — be pleased to signify this to the Honble Convention with my thanks for their favour in appointing me. — I am [&c.]
[Annapolis?] 28. Sepr 1776 — J Hall

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[1] Red Book, XII, Md. Arch. Tilghman was president of the Maryland Convention.

CARTER BRAXTON TO ISAAC GOVERNEUR, CURAÇAO MERCHANT [1]

Copy Virginia September 28th 1777 [*sic* 1776]

Sir Altho' an entire Stranger permit me to address you in behalf of Messrs Willing & Morris Merchants in Philadelphia & myself & to unfold a Scheme of Trade we have Entered into with Mr John Philip Merckle Merchant in Amsterdam & to inform You that through you this our Scheme is to be executed, and that we Esteem you as Umpire between Us. — Your General Character and not any Personal Acquaintance hath entitled you to this Confidence, & we rest Assured Your Utmost Endeavours will be Exerted for Our Interest. While I had the Honor to Attend the Continental Congress at Philadelphia as a Member from Virginia, Mr Merckle was Introduced from New York to that Body as a Gentleman of Family Fortune, & Integrity, & one in whom we might confide to Negociate a Supply of Necessary's for America. This Gentlemans good Behaviour and Attention to Business while at Philadelphia induced us to conclude he merited the Character given of him, In consequence of which Mr Morris & myself Set on foot with him a Private Mercantile Adventure, which we propose to Conduct in the following manner, We made a Contract with Mr Merckle for Ten Thousand Pounds Sterling worth of Goods Six Thousand of which he is to send us to America on his Own Account and the other Four are to be sent to Curaçoa to be delivered to you & Shipt as Mr Merckle shall direct for Us – For these Four Thousand Pounds sterling Cargo, We are to lodge with you as much Tobacco as will pay for it allowing Thirty Shillings P Hundred as pr Contract. We propose to send to your Care three Hundred Thousand Weight which will command a larger Sum & which you will retain for the Use of Mr Merckle but not to be delivered to him until you have a Certainty that the Goods amounting to Four Thousand Pounds Sterling have been sent us agreeable to the Contract which I inclose you for your Guide, the Quantity of 42,283 being Part of this Three Hundred Thousand now Comes to you by Captn Meredith, Commander of the Sloop *Content* and for which you will be pleased to pay Your receipt to the Captain. The Tobacco to be retained by you for the Use of Mr Merckle, he paying all Costs and Charges attending it after delivery. The other part of the Cargo agreeable to a seperate Bill of lading comes also consigned to You and which You are to dispose of for and on Account of Messrs Willing & Morris & myself and to send the return in as much salt as the Vessel can bring 40 or 50 dozn Cotten & Wool Cards, 30 or 40 Barrels of Limes of such as the Captn approves, some Hhds of Brown Sugar, & some single & double refined some rum of best and middling Qualities, a few Hhds of Molasses, Salt being a necessary not to be dispenced with by our People, and they being now much Pinched by the want of it, I must earnestly request You, at all events, to procure as much of it as will nearly load this Vessel, & to procure a Sufficient Quantity for the Vessels that are to follow with the remainder of Our Tobacco all of whom I cou'd wish to load back in a great Measure with salt, If it is not to be had in Your Island at present, I wish you to import a large Quantity for our Vessels that are to go to you & who I hope will be with you in 3 or 4 Weeks after this.

As much depends on our Secresy in this Adventure you will keep the Purport of this Contract within your Own Bosom Mr Merckle sail'd from Boston about the 15th of Augst for Holland & I hope will get safe; as he is a stranger to Us in Point of General & Certain Character, will you do us the favour to say what you know of him & his Connexions –

If a Dutch Bottom cou'd be taken out for the Sloop to gain her protection to our Cape it wou'd do us a favour, & if any Dutch Seamen were to come to Colour the Design, they shou'd meet with proper Encouragement, besides the Bounty that is given of 40/ to each Man. – You will address the Vessel & Cargo to me & be so obliging as to give Us at large your Opinion of the West India Trade at present, the danger attending it, the Articles brought to you for market, & what Prices the Commodities of America will bear, & the Demand for them as well as the General appearance of things in the Political Hemisphere & the part that Holland is about to take. Is there any Insurance Office with you, and how are the Premiums. You will give this Vessel all the Dispatch in your Power. Cou'd you procure me a large Jack Ass Stallion. I wou'd give a good Price for such a One — As you will probably retail in small Parcels the Articles Shipped on our Accounts to you for sale, I shou'd be glad You will attend to Our two Hhds No 1 & 2 mark'd RWE, remarked WMB. If I am not mistaken, the scent of it will prove a nosegay, & recommend it to great Price. I shall be much obliged by your sending about 400 Bushels of White English salt, if to be had in sack Bags containing about four Bushels. If no such salt is to be had put as much of the Bay Salt in the sack Bags, you will Oblige me in forwarding the Inclosed Letter to Dunkirk.

The Vessel deceived us greatly in loading and did not carry so much as we Expected by several Hhds of Tobacco, & many of flour, however Mr Merckles Quantity of Tobacco that we intended by her is sent & we hope the Ballance will load her with salt if not, you will supply it & be paid out of the next Cargo. I am Sir &ca

Carter Braxton

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1. PRO, Colonial Office, 5/126, 243–46. An intercepted letter.

John Page to St. George Tucker[1]

[Extract] Wm'sburg Sepr the 28th 1776 –

. . . I wish you would seriously consider the Scheme of Trade, Vessels loaded with Salt & Fruit, consigned to you in Virginia, to be loaded with Flour &c for Bermuda, or with Flour & Tobo for Martinique, the Mole &c &c &c to return to Carolina, Virginia, or Maryland as may best suit with Rum Sugar &c Arms, Powder & Medicines, would put you into a way of making a very considerable Fortune. Several People in Maryland & the Northern States have made such already — Now I have mentioned the States it will not be amiss to say something of them – I suppose you have long since been informed of the Glorious Revolution which has taken Place in the 13 united Colonies as they were at first called — Our Constitutions I suppose too you are acquainted with — I believe ours is the most perfect in the World — It hath pleased the Almighty Ruler of the Universe to produce Good out of Evil — The insulting insolent Pride & Tyranny of the british King & Parliament have been the Means of freeing Millions from Bondage, & of erecting one of the noblest Republics the World ever saw – & have given Opportunities for such Display of true Patriotism Fortitude & Valour as are unparalleled in History – America now justly claims the Attention of the whole World, & well deserves the Pen of a Livy or Polybius –

Consider the Situation of a Country destitute of Ships Guns, Powder, & even of Clothes & Salt for the Inhabitants, On their Frontiers fierce, perfidious, & Savage Nations ever ready to attack the Defenceless, in almost every Part, Multitudes of Slaves encouraged, by the Hopes of gaining that Liberty their Masters were contending for, to strike the deadly Blow whenever they could be certain of doing it with Impunity, consider A Country in this Situation, engaging in a War with a Nation which has held the World in Awe, & which is at this Time possessed of the most Powerful Fleets & the bravest Troops upon Earth, rather than wallow in Peace & Luxury, if they must be deprived of the Privileges of free Men to obtain that Happiness. But I have neither Time nor Abilities to describe the true public Spirit, & glorious Struggle of America. I could produce many Instances of the Gallantry of the Troops of every State from Boston to Georgia as are scarcely to be found in th[e An]nals of any Country . . .

1. Tucker-Coleman Papers, Earl Gregg Swem Library, CWM.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Saturday 28th September 1776. –

Present The same Members as Yesterday. –
Joseph Selden appeared before the Board and undertook to furnish George Hope, who is employed to Build six Boats at Hampton for the use of this Commonwealth, with whatever Iron he may be in want of for the purpose of Building the said Boats which said Iron is to be Worked up by the said Selden in such manner as may best suit Mr Hopes Purpose for which the said Selden is to be allowed, for the Nett Iron, eight pence pr Pound. –

1. Navy Board Journal, VSL.

JOHN GREEN TO CORNELIUS HARTNETT[1]

[Extract] New Bern September 28th 1776.

. . . The Letter of Marque Schooner *Johnston,* the *Lilly* (now the *Caswell)* and the Schooner *Polly* all belonging to Several of us at this port are safe arrived in the West Indies, One of which (the *Caswell)* is Just returned the Neat proceeds of the Two first is Chiefly laid out in powder Oznabrigs Rum and shipped on Board the *Johnston,* which may be shortly expected, She Sail'd with the *Caswell* as a feint and Intends waiting in the passage for a Brigg Laden with Sugar & Rum &c. which was to sail soon after he left St Croix bound for Europe. – If the Public shou'd have Occasion for the Powder & Oznabrigs on her Arrival here I shou'd be glad to have timely Notice. . . .

John Green

1. Secretary of State Papers (Council of Safety, 1775–1776), NCDAH. Hartnett was chairman of the North Carolina Council of Safety.

DEPOSITION OF ROBERT SPENCE, MASTER OF THE BRITISH SCHOONER *Peggy*[1]

Jamaica ss/

This Deponent Robert Spence, Master of the Schooner *Peggy,* belonging to St Augustine in the Province of East Florida, Voluntarily maketh Oath that on or about the fifth day of August last past, He left St Augustine with a Cargo of Rice bound to Jamaica That on or about the Sixth or Seventh of September in his Passage to this Island, he fell in with His Majestys Ship *Squirrel* and her Tender, the Latter of which order'd him to Hoist his Boat out and come onboard of him, But this Deponent told him that his Boat leak'd very much, but if he would bring too, he would run alongside of him, which this Deponent did, and the Officer Commanding the Tender order'd him to Bear away for the *Squirrel.*

And this Deponent further saith that he saw a French Frigate Cruizing to Windward & on his Bearing away for the *Squirrel* Bore down upon him & sent her Boat onboard with an Officer, who Demand'd from whence he came, where bound, and what he imagin'd the English Frigate want'd with him. He told him he came from St Augustine, was bound to Jamaica, and suppos'd she wanted to see his Papers. He then told this Deponent that if he had come from any part of North America, bound to Hispaniola, the French Frigate would have protect'd him from the English one if he requir'd it. He then left this Deponent, and went onboard, when the French Frigate; bore down under the *Squirrel*s Stern & sent a Boat onboard.

And this Deponent further saith that to the best of his Recollection & Beleif Cape Nichola Mole, bore about NEbE, Ten or Eleven Leagues, when the Boat, belonging to the French Frigate Board'd this Deponents Vessel, & offer'd him Protection, further this Deponent saith not

Sworn before me
at Kingston 28th Septr 1776
(Sign'd) Richard Foyster

Sign'd Rob^{t} Spence

(A Copy) Clark Gayton

[Endorsed] In Vice Admiral Gaytons Letter 8 October 1776.

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[1] PRO, Admiralty 1/240.

JOURNAL OF H. M. S. *Solebay,* CAPTAIN THOMAS SYMONDS[1]

Sept 1776	Barbadoes Wt Soly Dist. 62 Leagues
Tuesday 24th	At 5 AM bore away & set studg Sls at 11 Bent Bt Br Cable Fresh Breezes & Cloudy bent the small Br Cable at 12 PM fired 3 Gs & made the Sigl for the Convoy to bring too on the other Tack Wore ship & brt too on the other Tack
Wednesday 25th	at Sunrise Barbadoes Needham's Point NWBW, the End of the Isld NNW off shore 5 or 6 Lgs at 10 AM fired a

Gun a Sigl for the Convoy to Anchor at Noon Anchd in Carlisle Bay in 30 fs & veer'd to 2/3 of a Cable
Mod: & Cloudy at 4 PM fired a Gun & made the Sigl for all Merchantmen

Thursday 26th Empd staying the Foremast & setting up the Rigging – Mod: breezes & Cloudy at 7 PM fired a Gun a Sigl for the Convoy to Weigh at 9 Weighd and came to sail 5 Sail in Co

Friday 27th At 11 AM NE End of St Vincents WNW 5 or 6 Lgs
Mod: & Cloudy TKd Occasionally

Saturday 28th ½ pt 3 AM Wore Ship at 9 Empd turning up the Bay, at 10 Came too an Anchr in Kingston Bay in 30 fs Water Veer'd to 1/3 of a Cable
at Single Anchr in Kingston Bay in the Island of St. Vincent
at 5 PM warp'd the Ship farther in & Moor'd Ship[2]

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1. PRO, Admiralty 51/909.
2. *Ibid.*, the *Solebay* and transports had come to embark the 6th Regiment of Foot. The convoy sailed for New York on October 11.

29 Sept. (Sunday)

Master's Log of H. M. Brig *Diligent*[1]

Septr 1776 In Canso Harbour
Sundy 29th at Noon Anchd with the Bt Br in 4½ fm Muddy bottom, Veer'd to 1/3 of Cable found lying here 2 Brigs which were taken by the Rebels, took from them 5 Men belonging to the Privateer

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1. PRO, Admiralty 52/1669.

Metcalf Bowler to Nathaniel Shaw, Jr.[1]

Sir Newport Sepr 29th 1776 –

Agreeable to Coll. Christr Lippits request, have taken up Capt [Nicholas] Websters Sloop [*John Wilkes*] into the Service of This State, to transport the Tents, and other necessarys, for the use of his Regiment, which are now on their march to New York. – and desires. I would send them to your care at New London, to be forwarded immediately to Coll. Lippit agreeable thereto – inclos'd you have Capt Nicholas Webstars receipt for 90 Tents. 15 Marquee Tents. 80 wooden Canteens 40 Knapsacks. 9 dozen Cod lines & 30 Tent Poles, all which youll please to receive & forward. – if you should judge it necessary, for Capt Webstar to proceed to New Haven, he will do it, and deliver the Goods, agreeable to your Orders. – I remain With esteem and regard [&c.]

M Bowler. Commt Safety

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1. Nathaniel and Thomas Shaw Letters and Papers, NLCHS.

NATHANIEL SHAW, JR. TO CAPTAIN NICHOLAS WEBSTER[1]

Sir New London Sep 29 1776.

The Tents &c which you have on Board for Col [Christopher] L[i]ppits Regemt you are to Proceede with in your Sloop up the Sound as farr as Fairfield and their deliver them if you find his Regt their, if he is Gone on to N. York you must if you think it Safe Proceede up as farr as Stanford and advise Col Leppitt and take his Direction I have also put on board Seventy two Tents more which you must Deliver as farr up the Sound as you think you can with safety they are for the Use of the Continental Army & must be delivered to Genl Washingtons order you must send an express to the Genl soon as you arrive and deliver the Inclosed Letter I am Sir [&c.]

N Shaw Junr

To Capt Nicholas Webster Present
[Endorsed] a True Copy of the Origenal
Nicholas Webstar

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[1] Nathaniel and Thomas Shaw Letters and Papers, NLCHS.

JOURNAL OF H. M. S. *Cerberus*, CAPTAIN JOHN SYMONS[1]

Septr [17]76 Block Island N47E 14 Leagues

Sunday 29 at 6 AM saw a Sail gave Chace at 8 fired a 3 pdr & brot: too the Chace a Brig from Antigua bound to New London [*sic*] Loaded wth Sugar taken by the *Sally* privateer[2] md the *Syrens* Sigl to take care of the prize, the *Merlin* fired 2 Guns & brot too the Brigs boat with the Privateersmen sent the Brigg to the Hook under Convoy of the *Merlin*

Fresh breezes and hazey Close reeft the Topsails at 4 P M handed Fore & Mizn Topsails at 9 parted Co wth the *Merlin* & Prize

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[1] PRO, Admiralty 51/181.

[2] *Ibid.*, 1/487, *Agnes*, William Mather, master, John Mather, owner, for London, not New London as stated in the journal, Howe's Prize List, March 31, 1777.

JOURNAL OF H. M. SLOOP *Merlin*, CAPTAIN WILLIAM C. BURNABY[1]

1776 Sepr Montock point NEbE-8 Leag[ues]

Sunday 29 at 6 AM saw a Sail to the Westwd gave chase [at] 9 spoke the Brigt *Agnes* – Madder Master Loaded wth Sugar taken by the Rebels & bound to Rhode Isld

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[1] PRO, Admiralty 51/604.

"EXTRACT OF A LETTER FROM CHARLESTOWN IN SOUTH CAROLINA DATED SEPT. 29."[1]

The French and Spaniards are inclined to protect the American vessels; for this purpose two French frigates are actually arrived at the island of Hispaniola, to be joined by two more French and two Spanish frigates, which are to cruise off Port Rico, and round the island of Hispaniola; other vessels are to protect the trade at Martinico and Guadaloupe; we have now here a French sloop with goods from Martinico. A general amnesty to all French deserters is published at Martinico. – A vessel from Turks island brings us a copy of the French commandant's instructions respecting the protection of all American vessels, and informs us, that he requested it may be made known to all America as soon as possible.

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1. Almon, ed., *Remembrancer,* IV, 141.

William Bingham to Silas Deane[1]

[Extract]

Sir, St Pierre Martinique Sept 29th 1776

Agitated betixt Hopes & Fears, I have been waiting with the greatest Impatience & Suspence of Mind, for the Event of an Engagement at New York, which the Papers I lately had the honor of transmitting you, announced the Americans were in daily expectation of.

I have seen an Extract of a Letter dated Philadelphia 29 August, with the following Relation; that Twelve Thousand of the Kings Forces had disembarked at Long Island; that Four Thousand had marched two Leagues into the Country, but were repulsed with the Loss of 100 Men & 2 principal Officers made Prisoners. The Loss on our Side is not mentioned, nor whether they were opposed by Regular Troops or Militia.

I sincerely lament my Inability of furnishing you with the most authentic & circumstantial Intelligence, well knowing how absolutely necessary it is, that you should be thoroughly acquainted therewith; but I am fully pursuaded, that the frequent Captures of our Vessels deprive me of those Papers of Information, which are directed for me; however, if it was not for the disappointment of News, we have no Right to complain; considering the Number of more valuable Prizes that we have taken from the Enemy. Our Privateers have met with uncommon Success. they have made great Havock amongt the West India Men; so that upon casting up Accounts, the Ballance will be immensely in our Favor.

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1. *Collections of the Connecticut Historical Society,* XXIII, 36.

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30 Sept.

Journal of H. M. S. *Liverpool,* Captain Henry Bellew[1]

Septr 1776 Going into Halifax Harbour

Monday 30 at 2 AM fird 2 guns for signal for anchorg 8 Do anchd in [10] fm abreast of the Town – anchd here 2 of the Prizes, found riding here H. M Ship *Rainbow, Lark,* and *Viper,* at 10, Arrd the other 2 Prizes, one of which ran a ground, sent the Pinnace to assist her, getting down F topmast, being sprung.

First part strong Gales, and Squally, middle and latter modr and Cloudy, PM empd getting down the F Topmast, and getting another up.

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1. PRO, Admiralty 51/548.

JOURNAL OF H. M. S. *Scarborough,* CAPTAIN ANDREW BARKLEY[1]

Sepr 76 Cape Sable NbE distant 4 or 5 miles

Satury 28th at 3 A M Long Island head ESE 3 Leagues, at 4 lost the Log & 2 Lines, at 8 Cape Percieux, N dist. 6 or 7 Leagues, the Gannet Rock SW 2 or 3 miles.

First part fresh Breezes & Clear, Middle & Latter Modte & Hazy; at 1 p m saw several small Vessels in shore, at 4 turning into port La tour in chace of a Sloop & 2 Schooners, got up Topgallt: yards & set the sails, fired Guns occasionally at the Sloop which proved to be a Rebel Privateer: at 6 the Privateer Ran aground on the Et side of the Harbr & fired 3 shot at us, at ½ past the Ship got aground; carried out the stream Anchor & Cable hove the Ship off, came too, with the Bt Br in 6 fms water & veer'd to ½ a Cable, sent the Cutter & retook a Schooner loaded with fish; the Wt point coming into the Harbr SWbS the Et point SbE, Thrum Cap No

Sunday 29th at 8 AM the Rebel Sloop haul'd in behind a Small Island, at 10 the Boat empd sounding.

First part fresh Breezes & Hazey. Middle & Latter fresh Gales & Squally. at 1 PM sent the Boat to sound at ½ past [1] the Rebell Privateer fired 3 shot at the boat, at 2 the Boat return'd, at 10 Lower'd the Lower yards & struck Topgallant Masts, veer'd to a Cable.

Monday 30th At a Single Anchor in Port La tour Harbr

First part fresh Breezes & Squally, Middle & Latter Modte and Cloudy

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1. PRO, Admiralty 51/867.

CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE[1]

Providence, off the Isle of Sable
30th Septr 1776 –

Gentlemen

I had the honour of writing to you the 27th Ulto p the Brigtine *Britannia* a Whaler which I sent in under the Care of Lieut [William] Grinnell likewise 4th Currt pr the Brigtine *Sea Nymph* which I sent in under the care of Mr W. [William] Hopkins – also 7th Currt p the Brigtine *Favourite* which I sent in under the care of Mr J. [Joseph] Vesey – the *Sea Nymph* was from Barbados for London, the *Favourite* from Antigua for Liverpool.

From that time 'till the 14th I cruised without seeing any Vessels – I then spoke the *Columbus*'s Prize the Ship *Royal Exchange* bound for Boston. – by this time my water and Wood began to run short which induced me to Hand to the Northward for some Port of Nova Scotia or Cape Briton – I had besides a prospect of destroying the English shipping in these parts – the 16th & 17th I had a very heavy Gale from the N W which obliged me to dismount all my Guns and Strike every thing I could into the hould – the 19th I made the Isle of Sable and on the 20th being between it and the main I met with an English Frigate with a Merchant Ship under her convoy. – I had hove too to give my People an Opportunity of taking Fish when the Frigate came in Sight directly to windward and was so good natured as to save me the trouble of Chaseing him by bearing down the instant he discovered us. – When he came within Cannon shot I made Sail to try his speed Quartering and finding that I had [illegible] the advantage shortened Sail to give him a Wild Goose Chace and tempt him to throw away Powder and shot – accordingly a Curious Mock Engagement was maintained between us for Eight hours 'till Night with her Sable Curtain Put an end to this famous exploit of English Knight Errantry. he excited my contempt so much by his continual firing at more than twice the proper distance that when he rounded too to give his Broadside I ordered my marine Officer to return the Salute with only a Single Musquit. We Saw him next morning standing to the westward and it is not unlikely that he hath told his friends at Hallifax what a trimming he gave to a "Rebel Privateer" that he found infesting the Coast. – that night I was off Canso harbour and sent my Boat in to gain information on the morning of the 22d I anchored in the harbour and before night got off a Sufficiency of Wood and Water. – here I recruited several men and finding three English Schooners in the harbour we that night Burnt one Sunk another and in the morning carried off the third which we had loaded with what Fish was found in the other two.

At Canso I recd information of Nine Sail of Ships, Brigs, & schooners in the harbours of Narrowshock & Peter de Great at a small distance from each other in the Island of Madame on the East Side of the Bay of Canso – these I fully determined to take or destroy – and to do it effectually having brought a shallop for the purpose from Canso I despatched her with twenty five Armed Men to Narrowshock while my Boat went well Manned and Armed to Peter de great and I kept off and on with the Sloop to keep them in Awe at both places. – the Expedition succeeded to my wish – so effectual was the Surprise and so general the Panic that numbers yeilded to an handful without Opposition and never was a Bloodless Victory more compleat. – as the shipping that were loaded were all Unrigged I had recourse to an expedient for dispatch – I promised to leave the late Proprietors Vessels sufficient to carry them home to the Island of Jersey on condition that they immediately fitted out and Rigged Such of the rest as might be required– this condition was readily complyed with and they assisted my People with unremitting application 'till the Business was compleated. but the evening of the 25th brought with it a Violent Gale of Wind with rain which obliged me to Anchor in the Entrance of Narrowshock where I rode it out with both Anchors and whole Cables ahead. – two of our Prizes the Ship *Alexander* and Schooner *Sea Flower* had come out before the Gale began – the Ship Anchored Under a point and rode it out but the

Schooner, after Anchoring drove and run Ashore – She was a Valuable Prize being loaded with Oil – but as we could not get her off I next day ordered her to be set on Fire. – the Schooner *Ebenezer,* taken at Canso, was driven on a Reef of Sunken Rocks and there totally lost – the People having with difficulty Saved themselves on a Raft. Towards noon on the 26th the Gale began to Abate. – the Ship *Adventure* being Unrigged and Almost Empty I ordered her to be Burnt. – I put to Sea in the Afternoon with the Brigtine *Kingston Packet* – and being Joined by the *Alexander* went off Peter de greate. I had sent an Officer round in a Shallop to order the Vessels in that harbour to meet me in the offing and he now Joined me in the Brigtine *Success* and informed me that Mr [Bernard] Gallagher (the Officer who had Commanded the Party in that harbour) had left it at the beginning of the Gale in the Brigtine *Defiance* and taken with him my Boat and all the People. – I am unwilling to believe that this was done with an Evil intention. – I rather think he concluded the Boat and People necessary to Assist the Vessel in getting out, the navigation being difficult and the wind, at that time, Unfavourable, and when the Gale was begun I know it was impossible for them to return

Thus weakened I could Attempt nothing more. – With one of our Brigs and the Sloop I could have Scoured the Coast and Secured the destruction of a large Coal Fleet that was loading near Lewisburg with the *Savage* only to protect them.

The Fishery at Canso and Madame is effectually destroyed. – out of Twelve Sail which I took there I only left two Small Schooners and one Small Brig to convey a number of Unfortunate men not short of three Hundred Across the Western Ocean. – had I gone further I should have Stood chargable with inhumanity.

In my ticklish Situation it would have been Madness to loose a moment – I therefore hastened to the Southward to convoy my Prizes out of harms way – Dawson's Brig[2] having been within fifteen leagues of the Scene of Action during the whole time.

On the 27th I saw two Sail which we took for Quebeck Transports. – Unable to resist the Temptation, having appoint'd a three days Rendavouze on the SW part of the Isle of Sable, I gave Chace, but could not come up before they had got into Lewisburg – a place where I had reason to expect a far Superior Force and therefore returned and this day Joined my prizes at the Rendavouze.

If my poor endeavours should meet with your approbation I shall be greatly rewarded in the pleasing reflection of having endeavoured to do my Duty: – I have had so much Stormy weather and been obliged, on divers Occassions, to carry so Much Sail that the sloop is in no condition to continue long out of Port. – I am besides very Weak-handed and the Men I have are scarce Able to Stand the Deck for want of Cloathing, the weather here being Very Cold. – These reasons induce me to bend my thoughts towards the Continent. – I do not expect to meet with much, if any, Success on my return – But, if Fortune should insist on sending a transport or so in my Way – weak as I am, I will endeavour to Pilot him Safe. – It is but Justice to add that my Officers and Men behaved incomparably well on the Above Occasion. – I have the honour to be with much respect and Grateful Esteem Gentlemen [&c.]

2 Copies p the *Providence*s prizes the Ship *Alexander* & Brigtine *Success*

[Endorsed] 1776 *Providence* off the Isle of Sable 30th Septr
Copy of a Letter to the Honourable the Marine
Committee Philada

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1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 89–92, NA.
2. H. M. Sloop *Hope*.

MASTER'S LOG OF H. M. S. *Milford*[1]

Septr 1776 Seal Island NWBN 4 or 5 Leags

Sunday 29 at 4 AM saw a Sail in the NW Quarter made Sail and gave Chace

Fresh Breezes and Hazy fir'd 2 three Pounders and Brot the Chace too, sent a Petty Officer & 5 Men to take possession of the Prize,

Mondy 30 at 2 [A. M.] saw another Sail to the W Ward gave Chace at 6 the Chace bore away & set Steerg sails & made all the sail she could to get clear, at 8 fir'd 4 three poundrs & Brot her too sent an Officer & Men to take possession of the Prize, she proved to be a pirate private[e]r of 12 Carrg Guns, 18 Swivels &c with 82 men,[2] at 9 Wore Ship & made Sail in Compy with the Prizes, the Brigg not in Sight.

Mode & Cloudy latter Calm and fair P M got the Prisoners onboard, Clear'd out the Sail Room & Bt Bower Tier and stow'd them away at 6 took the Sloop in Tow

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1. PRO, Admiralty 52/1865.
2. Massachusetts privateer *Retrieve*. MeHS collections contain detailed accounts of her outfitting costs.

JOHN LANGDON TO JOHN HANCOCK[1]

[Extract] [Portsmouth, September 30, 1776][2]

. . . honoured, and shall spare no pains, in takeing all due care of the Interest of the United States, that shall fall within my department. I am now to inform the Honble Marine Comme that last Friday [September 20] the Ship *Royal Exchange* from Grenada, to London Capt Bowden late Master, was sent in here by the *Columbus,* Capt Whipple, I have Libeled the Ship and shall proceed agreeable to Resolutions of Congress. – Mr Onley [Joseph Olney] (the Prize Master) has behaved with great Humanity to the Passengers & other Prisoners on board, who all say, that his treatment to them has been that of a Gentleman. The several Prizes brot into this place heretofore, (which are under the care of the Agent appointed by Genl Washington,)[3] will soon be sold and their Accts made up, which I shall receive, as also the Monies arising therefrom, belonging to the States, of, which (when compleated) shall inform the Honoble Committee. The Masters & people belonging to those Prizes, which have been sent in here by the Continental Schooners, fitted out by Genl Washington have had their adventures &c allowed them as well as their Wages, Clothes & other small matters, as there is no mention in the Resolves of Congress, of Adventures or Property of any kind being allowed (except Wages) either to the Mariners or Passengers, that may be on board at the time of the Capture, should be glad to be inform'd from the Honble Committee, wh[e]ther any Property whatsoever is to be allow'd to any person, on board (not an American) except Wages & Clothes to Seamen, some Stores &c belonging to the Passengers, hope it will be Explicit, as there will be many Claims for Adventures &c to considerable Amount made by the Passengers and Seamen. – I am very unhappy that the Continental Frigate here, has been prevented from going to Sea the last Summer, for want of Guns, when there has been a sufficient number laying at Providence belonging to the Continent, but as I've wrote the Honble Committee fully on this matter, some days since, shall beg leave to refer them to that Letter. – I am with great Respect [&c.]

John Langdon.

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1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis. Langdon was addressing Hancock as chairman of the Marine Committee.
2. *Ibid.*, the first part of the letter is torn off and the date is established by Langdon's letter of September 30, 1776 to Josiah Bartlett: "I have wrote the Marine Committee of this Date to know whether any Adventures or any property belonging to Passengers or Seamen who are taken in any prize Ship, are to be allowed."
3. Joshua Wentworth.

JOHN LANGDON TO JOHN ROCHE[1]

Dear Sir Portsmouth Septemr 30, 1776 –

Your favour of the 7th from New York lately came to hand, which gave me some uneasiness, at your accot of our Army at that place but as my belief borders closely on enthusiasm, that we shall finally rise Triumphant over Tyranny, soon got the better of our Long Island affair, & imputed our Rebuff, at that place, all for the best –

I have mentioned your name to Collo [William] Whipple & Mr [Samuel] Adams, who sett out next Monday for Philadelphia and intend mentioning you to Collo [Richard Henry] Lee of Virginia –[2]

I have not heard from Philadelphia for some time, supposing it owing to the Communication's being in part cutt off at Hudsons River, should be glad (if any time on your hands) of some accot of our affairs at New York. – We have nothing new in this part of the Creation prizes coming in Continually, Rum, Sugar, Cotton, Madeira Wine in great plenty. Pray make my kind respects to Collo Lee, Mr John Adams, Mr [Samuel] Chase, Mr. [Edward] Rutledge, and all other my good Friends at Philadelphia. accept of my best wishes for your welfare, & believe me to be your Friend without Flattery –

John Langdon

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1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. Langdon had recommended Roche for appointment to the frigate *Raleigh*.

TABLE OF NEW HAMPSHIRE NAVAL OFFICE FEES[1]

Naval office Newhampshire [Portsmouth] September 1776

For Entering every Ship or Vessel from Massachusetts coast ways –	0..3..0
For clearing to Ditto –	0..3..0
For Entering from any other of the American States	0..6..0
For Clearing to Ditto –	0..6..0
For Entering Every Ship or Vessel from a foreign Voyage –	0.12..0
For clearing to Ditto –	0.12..0
For Every Register –	0.12..0
For Recording every Register –	0..2..0
For endorsing every Register –	0..2..0
For every Bond –	0..2..0
For a bill of health –	0..3..0
For a coket –	0..2..0
For a permit to Unload –	0..1..0
For every pass for the Forts –	0..2..0

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[1] Bouton, ed., *Documents and Records of New Hampshire,* XVIII, 684.

PETITION FOR COMMISSION FOR JOHN WHEELWRIGHT TO COMMAND THE MASSACHUSETTS PRIVATEER BRIGANTINE *Reprisal*[1]

State of the Massachusetts Bay } To the Honora[ble] Council of said State sitting at Watertown Septemr 30th 1776 –

Job Prince & Samuel White Agents for themselves & for Jacob Fowle, Andrew Cabot, Jno Coffin Jones, & Benja Hitchborne, Owners of the Brigt *Reprisal* – Represent to your Honors, that they have at the joint & proper Expence of the said owners, fitted out, armed and mann'd, and equipt, the aforesaid Brigt now lying in the Harbour of Boston, and ready for the Sea – burthen'd about seventy Tons – to be navigated by Seventy Men – mounting Eight Carriage Guns, Three pounders – Ten Swivels, and other Impliments of War – and provided with Seventy Barrels, Beef & Pork, & fifty Butts Water, together with Six hundred weight of Powder & Twelve hundred weight Shott – and to be commanded by Jno Wheelwright – Samuel Smallcorn first Lieuts Nathaniel Thayer second Lieutt John Gregore Master – Jno Ritchmond Doctr Peter Johnson Gunner & Joseph [Richmond] Steward – For the purpose of cruizing on the Enemies of the United States of America, And their Property –

They therefore make this application to your Honors, for a Commission for the said Brigt the said Jno Wheelwright in the Bond herewith exhibited, having compiled with Requisitions of the Honorle Congress in such Case –

Sam White in Behalf of Capt Job
Prince & Owners –

[Endorsed] In Council Octr 3d 1776 Read & Ordered that a Commission be issued out to the above mentioned Jno Wheelwright as Commander of the Said Briga on his Complying with the Resolves of Congress –

John Avery Dpy Secy

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1. Mass. Arch., vol. 165, 312.

Boston Gazette, Monday, September 30, 1776

Watertown, September 23 [*sic* 30].

On Monday last Capt. Freeman Paine, in the schooner *Eagle* from Providence, sent into Boston harbour a ship from Grenada bound for Europe, laden with 209 hogsheads sugar, 158 puncheons rum, &c.&c.[1]

We also hear that Captain Paine is arrived safe into Plimouth with two prizes, one of which is the brigantine from Virginia mention'd in our last,[2] and the other a West Indiaman; and that he took a fifth, from Honduras, but she is not yet arrived.

Yesterday se'nnight was sent into Providence by Capt. Munroe [James Munro], the prize ship *Blaze Castle* from Barbados bound for London having on board 100 pipes of Madeira wine, 120 hogsheads sugar, 18,000 weight Whalebone, 120 barrels of Oil, &c.[3]

Wednesday last a sloop laden with Dry Fish was carried into Salem by Capt. [Samuel] Waters in the schooner *Dolphin,* mounting only six swivels.[4]

Wednesday Capt. [Nathaniel] Odiorne, in the *Washington* privateer, carried into Newbury-Port, a bark from New York, bound to St. Vincents, with provisions for 120 men for 6 months. She sailed in company with 5 or 6 transports, under convoy of the *Solebay* frigate, in order to fetch troops from thence.[5]

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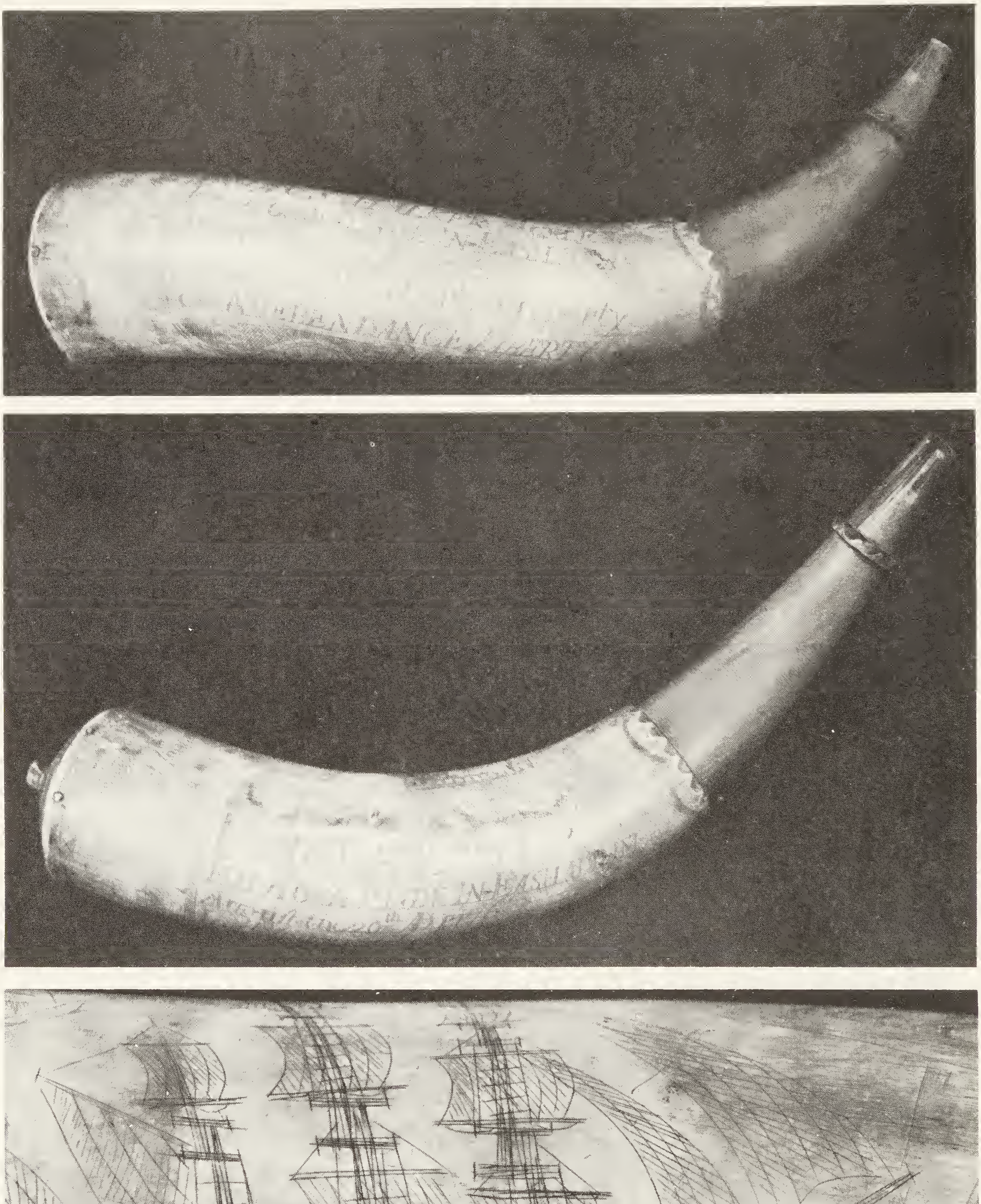
1. Ship *Caledonia.*
2. The brigantine *Fanny,* from Virginia, Captain William Tokely. She had been loaded by the Secret Committee of the Continental Congress, and became the subject of extensive controversy.
3. Munro commanded the Rhode Island privateer sloop *Sally.*
4. Sloop *Halifax.*
5. Snow *Millham.*

John Bradford to John Hancock[1]

Dear Sir Boston 30th Sepr 1776

By last post I inclos'd to Mr [Robert] Morris the State of the Case of the Condemnation of Ship *peggy.* as she is Claim'd by the former Owners who have Appeal'd to Congress and beg'd the favr of Mr Morris to give it into your hands. I have only to say there are sundry persons of Credit in town who have made their Escape from Hallifax which saw the process & were in Court at the trial and know she was Condemned[2]

As I know it gives you pleasure to hear of the Success of your friends I wou'd inform you that Johnny Winthrop is 1/4 or 1/3 part concern'd in a



Continental Marine Corps Powder Horn With Continental Ship Alfred *Carving Thereon.*

Small privateer out of Cap[e Ann][3] wch has sent in a valuable prize loaded with Sugar and a large quany (somwhere abot 100 pipes) [illegible] Madeira [wine] A second prize a packet of Abot. 70 tuns no Cargo on [board but] Elaphants teeth. the vessel is valuable & she has Six Brass Cannon Carrying a pound & half shot, they have taken a third prize, which is a three deck ship the privateer got in last Saturday with a Sum of money and a quany of plate taken out of her and left the prize near the land, it is probable she is in at Cape Ann, As the wind was favourable Yesterday and last night and no Enemy on the Coast, none of the Enemies ships have been seen from our shores for more than a fortnight,[4] we are told the *Columbus* has sent in a prize to portsmo without any farther particulars,[5] the Cruisers from this State dont shine in taking prizes. [Daniel] Waters in [the] *Lee* I heard of last week she was then in the track of the Jamaica ships, after wasting a whole month in harbours before she went abroad, [John] Ayres I have not heard from since he Sailed wch is near four weeks, [John] Skimmer and [Samuel] Tucker Sail'd last week fitted for a two months Cruise Some good might Arise from keeping them vessells in [the] Service with good Commanders but the Characters of none not now employ'd are very Exceptionable[6]

I hope these may find you and your good Lady Rejoycing in the Blessings of health. be pleas'd to offer my best Compliments to her, and believe me to be [&c.]

Jn° Bradford

Ive wrote to Mr Winthrop to pick out a pipe of the best wine for your private use we shall be able to accomodate you with a hhd of best Barbds powderd Sugars wch are to be Sold on Wednesday next

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1. Society Collection, HSP.
2. The *Peggy*, captured by Washington's armed schooners *Hancock* and *Franklin*, was condemned at Boston, September 5, 1776. The appeal from the verdict was based upon whether she had been properly condemned in the Admiralty court at Halifax. If not she could be considered only as a recapture, and not a prize. The appeal was finally dismissed "neither party appearing" on May 24, 1784. Revolutionary War Prize Cases, Records of the Court of Appeals in Cases of Capture, 1776–1787, NA.
3. John Winthrop, Jr. was part owner of the Massachusetts privateer schooner *Warren*.
4. The three prizes were the ship *Picary*, brigantine *Swallow* and ship *Sarah and Elizabeth*. The latter arrived safely at Cape Ann on the same day that Bradford wrote.
5. The ship *Royal Exchange*.
6. The men named were captains of the small armed schooners originally commissioned by Washington in 1775.

Commodore Esek Hopkins to the Continental Marine Committee[1]

Gentlemen Providence Septembr 30th 1776 –

Inclosed you have a Copy of the Account Captn Whipple gave me of his Cruise who arrived here Yesterday in the *Columbus*, and a Copy of a Letter I receivd this day from Mr Goddard – the *Columbus* is very foul, shall order her to Newport the first fair Wind to clean – The *Hampden* & *Alfred* ale ready all but Men, which I have not been able to get a sufficient number yet – The new Ships are down the River with about One hundred Men each,[2] but as there are so many Privateers a fitting out which give more encouragement as to Shares; it makes it difficult to mann the Continental Vessels –

There is some Small Arms arrived here belonging to the Continent, Imported by Messrs Nicholas Browne & Company, Should be glad of an Order for them for the New Ships, as I expect to get Orders from the Committee of this State to Enlist Men out of their Troops when they meet, which will be this week I am Gentlemn [&c.] E.H

To the honble John Hancock Esqr
President of the Marine Committee
at Philadelphia

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1. Hopkins Letter Book, RIHS.
2. The Continental frigates *Providence* and *Warren.*

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND[1]

[Providence] Sepr 30. 1776

Voted That application be made to John Cole Esqr Attorney at Law that he attach William Duntons share in the Privatier Sloop, *Montgomery*s last Cruise, for and in behalf of the United American States. as he belonged to the Continental Fleet at the Time he went said last Cruise, and that all others that have left the service of the said ships in this Harbour, and have Inlisted on Board Privatiers, that they be served in like manner.

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1. Journal R. I. Frigates, RIHS.

CLARK & NIGHTINGALE TO NATHANIEL SHAW, JR.[1]

Sir Providence Septr 30. 1776

Inclosed you have a Copy of a letter which Mr Updike has received from his Friend in Milford – The Vessel therein mentioned is one we Charter'd on the Continental Account and on her return was taken by a tender; but before she got into port was retaken by the *Schuyler* Captn [Charles] Pond and carried into Long-Island, there they tooke out her Cargo, consisting of Powder, Arms, Salt Petere & dry goods &c for the Continent & a few hhd Molosses as Adventurers, on the Enemy taking possession of Long Iland She was loaded with Sea Coal & carried into Milford – we have now to request of you that you would Endeavour to have this matter accomodated – As you are Continental Agent & she was taken by a Continental Privateer & fitted out on the Continental Accot we think some method might be found that the vessel may be returned to us; that we may return her again to the owner – We should not have troubled you with this affair, but we wrote to Congress about it, and they have been so much taken up with business of more importance, that they have not had time to answer it – In answer to your favr of the 25 Inst we must inform you that the Sea Coal you mention is private property and the persons who own it will not sell as they propose making use of it, in an Air Furnace which they are about setting up, but we imagine you may [be] able to get it out of the Sloop, *Nancy* before mentioned & it would be rendering the Continent & yourselves a Service if you could get her into your Port & have the Matter settled, as we want to settle our accounts with Congress – your compliance with this request will greatly Oblige Sir [&c.]

Clark & Nightingale

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1. Nathaniel and Thomas Shaw Letters and Papers, NLCHS.

Newport Mercury, MONDAY, SEPTEMBER 30, 1776

Newport, September 30.

The *Columbus,* Capt. [Abraham] Whipple went up the east passage on Saturday evening, having taken 3 prizes, one of which, a brig went in with him, as also a large schooner, said to belong to the *Diamond,* Capt. [Thomas] Stacey, the particulars of which we have not heard. The same evening a snow went up the bay, said to be a prize belonging to the *Revenge,* Capt. [Samuel] Dunn, of Swansey.

The privateer *Independence,* Capt. Truxen [Thomas Truxtun], of Connecticut,[1] is arrived at the eastward, having taken 2 ships and 2 brigs; one of the brigs, after taking out some cotton, cocoa, &c. he gave to a number of prisoners.

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1. Truxtun was commissioned in New York, not Connecticut. Referring to this cruise, he writes:

> During our revolution, I myself was once a whole day in a fleet near the banks of Newfoundland, and from having possession of the signals taken in a brig I had captured the day preceding, answered every one they made, and finally cut off from its rear and carried away at night (about ten or eleven o'clock) a valuable ship.
> Thomas Truxtun, ed., *Instructions, Signals, and Explanations, offered for the United States Fleet* (Baltimore, 1797), 35.

ADVERTISEMENT OF SALE OF PART OF THE CARGO OF PRIZE SHIP *Nathaniel and Elizabeth* [1]

The Public are hereby desired to take Notice, That a parcel of Jamaica Spirits and Sugars, part of the Ship *Nathaniel & Elizabeth*'s[2] Cargo, will be sold in New London, on Tuesday the 15th of October next, at Publick Vendue, by Prosper Wetmore, Marshal.

By Order of the Maritime Court,
Winth. Saltonstall, Register

New-London, 30th Sept. 1776.

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1. *Connecticut Gazette,* October 4, 1776.
2. A prize of the Continental brig *Andrew Doria*. See Volume 5.

CAPTAIN NATHANIEL PACKARD'S ACCOUNT AGAINST THE RHODE ISLAND SLOOP *America*[1]

	Nathl Packard A Cet Corrent With	Cr	The Owners of the Sloop *America*	Dr
Sept 1776	By 121 Barels flouer @ £ 5/8	£ 653..8..0	By 42 hoghads Rum 4926 gellons @ 3/	£ 738.18..0
	By 75 Barels flouer @ 5/	382.10..0	By 42 Hh for the Rum @ 36/	75.12..0
	To Barel Expended on Bord		By 550 lb Powder @ 3/9	103..2..6
	To 6875 feet of Bord @ £15 p meleo[n]	103..2..6	By 100 lb Lead @ 4½	1.17..6
	To 150 feet Expended on Board		To 2 Swivel guns	7.10..0
	To 1 Bb Tobacker 192 lb @ 66/	6..6..8	To 3 Blunder Buses guns @ 36/	5..8..0
	To 1Bb Tobacker 138 lb @ 66/	4..2..6	To 2 Duble fotefed 4 Poundr Waying 1800 lb	48..0..0
	To 1 Tearc Tobacker 364 @ 60/	10.18..5	To 4 Smaller Carage guns	44..0..0
	To 1 Hh Tobacker 517 lb 1 Tarce 170 Da[illegible]	13.10..0	To 2 Small arms @ 36/	3.12..0
	To 17 Hh Wait 11038 one hundred aloued for Damage Neat 10938 at 60/	328..6..8	To 1 Pair Pestels	1.16..0
			To 5 Peses flemish Linen @ £ 7/4 x 2 ps Used for flyg Jebb	36..0..0
	To 14 Half Bb Pork @ 3/12	50..8..0	By Six Peses Ravin Duck @ £ 5/2 2 ps used	30.12..0
	To 4 Half Bb Motton @ 3/12	14..8..0	By 1 Bolt oze[n]bregs 139 yard @ 1/4 46 yds used	9..5..6
	To 3 Half Bl Motton Expended		To 8 lb Twine @ 4/6	1.16..0
	To 1 Bb Pork	6..0..0	To 367 lb Cordge @ 4/10	16.10..0
	To My Permision Sold	90.12..0	To 1796 lb Cordge @ 4/7	78..3..0
	To My C[o]massens @ 5 prC £ 83..3..7	1663.12..9	To 2 Boxes green Tea 140 lb @ 9/ consd W Foster	63..0..0

To the Bell Des-b[urs]ments	167..2.10	
	£ 250..6..5	250..6..5
Returns		1413..6..4
To My Commisions on Return @ 2½		35..6..4
Ear Excepted Pr Me		1378..0..0

32 Shakes Hh Returnd in said Sloop } Nath^{l} Packard

To 72 Canasters of Hyson Tea 18/	64.16..0
By 3 Hh Salt 41 Boshel 3/ x 27/over cost	7.10..0
By 90 yards of Swansken Cloth @ 3/	13.10..0
By 3 Boxes of Bohea Tea 3/9 20 lb	22.10..0
	£ 1373..8..6
	4.12..6
To Cash in full	1378.10..0

Er Exsepted By Me Nath^{l} Packard

Remains Undevided { The Powder Lead Swivels Cannon
Small Arms Pistols Twine Cordage

& of Packer 10. 16 & 4. 12. 6
The salt over Cost 1. 7. 0

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1. Nicholas Brown Papers, JCBL. The approximate date is September 30, Packard having sailed from Providence August 21, 1776.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONTINENTAL BRIG *Andrew Doria*[1]

1776	The Brig *And. Doria*			Dr
Aprl				
10	To 1 Arm Chest	£ 3..0..0		
	To 1 bar Oatmeal	1..0..0		
	To 1 bar pork	3.10..0		
	To 12 lb [sugar] Brown	0..3..0		
	To 21..3..12 lb Bread @ 12/	13..2..6		
	from Brig *Boulton*			20.15..6
24	To 8 Days Warfage & Brig Stores &c			1.10..–
	To Use Lesters Stage 5/ Capron Kettles &c 10/			0.15..–
	To pd Fink for bar Tallow			6..3..8
	To 41 ft plank			0..6.10
	To John Turners Bill 21/ Goddard's do 95/6			5.16..6
	To Joshua Starrs Bill the Block maker			4..8..5
	To James Tilleys do the Rope maker			40..8..2
	To John Bolles do Black Smith			2.18..2
	To John Deshon do for pl Timber &c			0.10..–
	To 7 Gal Linseed oile 6/			2..2..0
	To 3 box Candles Amo			3.13..2
	To 10 bar pork @ 72/ 20 bar beef @ 50/ freight & Expences at Norwich 36/			87.16..0
	To 10 bar Flour Amt to			15..0..6
	To Joseph Owens Bill for Putty &c			2.10..0
	To 10 bus potatoes 1/6			0.15..0
	To pd Danll Latham for piloting the Brig to Rode Island & on a Cruse			9..0..0
				204..8.11
	To 30 p Shoes @ 6/6		9.15..	
	To 6 Shirts		4.12.10	
Augt	To 55 Shirts as p Bill	50..14..0		
	To 22 p Trouses	16.10..0		
	To 29 p Shoes 7/6	10..17..6	78..1..6	
	To Cash pd Capt Hinman for money advanced the people pr Capt [Nicholas] Biddles ordr		13.10..0	105.19..4
29	To pd Brown for Stock at Fishers Island			3.12..0
	To pd the Butchers Bill from 26th Aprl to 4th May			12.10.11
	To pd the Butcher June 28th			1.15..3
Sepr 30	To Cash pd Wm Willden as p Rect & Capt Biddles Letter			3.12..–
				331.18..5

To Saml Latimers Bill 8..13..11		8.13.11
	carred page 6	
Brig *Andrew Doria*		Dr
To Sum Brot over		£ 340.12:.4
To Commission 5 pCt		17..0..6
		£ 357.12.10

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[1] Shaw Collection, Book 39, 6, 7, YUL.

Nathaniel Shaw, Jr.'s Account Against the Continent[1]

1776	The Continent	Dr
Sepr 30	To pd Mich Melallys Accot against Govr [Montfort] Brown & [James] Babbage[2] & Servants &c as pr Govr & Counsel advice &c	35..0..1
	Charged to Ship *Alfred*	

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[1] Shaw Collection, Book 39, 19, YUL.

[2] Taken prisoners during Commodore Hopkins' assault on New Providence.

Journal of H. M. S. *Syren,* Captain Tobias Furneaux[1]

Septr 1776 Block Island bearing No 26°Wt 18 Lgs

Monday 30 A M at 6 a Sail in the Wt out Reefs & gave Chace [at] 8 the Chace shortned Sail & stood towards us at 9 the *Cerberus* mde our Sigl to speak the Chace having hoisted out her boat & some people in her went towards Long Isld shore. the *Merlin* being in shore of us hoisted out her boat & took the Brigg's boat, with 8 Men in her [at] 10 spoke the Chace, a brigg from Antigua[2] taken by a rebel Privateer. bro't too, the *Cerberus* [made] our Sigl for a Lieut: sent an Officer & 2 men to carry her into New York at Noon mde [sa]il & parted Co the *Merlin* & prize.

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[1] PRO, Admiralty 51/930.

[2] The *Agnes,* William Mather, master, from Antigua to London, with sugar. She had been taken by the Rhode Island privateer *Sally,* Captain James Munro, *Public Advertiser,* London, October 15, 1776.

Major General Horatio Gates to Major General Philip Schuyler[1]

[Extract]

(Copy) Ticonderoga September 30th 1776 –

. . . The Cordage you mention is arrived; but General Waterbury is greatly disappointed in not receiving the Cables. The Gallies must sail with such as are to be had here. Better shall be sent them, the moment they come to my Hands. We are industrious in repairing the Old Fort, the Stone Redoubt at the East Point of Ticonderoga, and constructing the out Line of a Strong Fort upon Mount Independence. Precautions are also making to place the Fleet in Security for the Winter – These are Works which keep us all employed, the Sick and Malingerers excepted, and they are more than they ought to be. –

The Powder, Lead, Flints and Musket Cartridge Paper wrote for, so long ago, are not, even in Part arrived. The large Demand supplied to the Fleet reduces our Magazine so much, that, should the Fleet, after expending their Ammunition, be Obliged to retire, we shall not have any thing like Sufficient, to make a proper Defence here. This should be seriously attended to, and not a Moment more lost, in furnishing the Quantity demanded in my Letter to you of the 5th Instant.

I am informed the fourth Row-Galley is ready to be Launched. – The whole of the different Gangs of Ship Carpenters being Consolidated into one Body to finish her.

Is it not the Intention of Congress to continue to increase our Fleet with the utmost Expedition. – If it is, more Carpenters should be forthwith engaged, and that Work carried on with all the Spirit, and Industry we are Capable of. The Ague has so worn down the Carpenters sent by Order of Congress that more cannot be expected from them this Season; therefore, to Continue this Important Work, more must be supplied.

Inclosed is a Copy of Genl Arnold's Letter to me of the 21st Instant. His Demands are complied with as far as in my power by the *Trumbull* Galley, Capt. [Seth] Warner, which sailed last Thursday evening to join the Fleet.– General Waterbury Sails with the Two other Galleys to morrow morning Early, & the Schooner *Liberty,* will immediately after proceed to the Fleet. – The Heavy Storm last night would fill me with Great Anxiety, had not General Arnold (as you will see in his Letter) Assured me that he had a Safe Harbour within his Reach. –

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1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 419–26, NA.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH[1]

[Harlem, September] 30th. – The moving over of boats to Montresor's Island continued. The same day, a frigate went through Hell Gate, and came to anchor about 10 o'clock, A. M. near *La Brune*. At 12 o'clock, she came to sail, and stood to the eastward. Just at evening another ship came up; –

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1. Abbatt, ed., *Heath Memoirs,* 59.

JOSEPH WILLIAMS TO WILLIAM COIT[1]

[Extract] Camp 1 Mile from Kingsbridge Sept 30th 1776

. . . As to the battle at Nyork you have been Misinformd – it is true we was oblidge[d] to Leave Nyork on Acct of being Surrounded by their Shipp[s] Ten of which Came into the East River, a Little below Hell gate, & on Sunday the 15th Landed a Large Number of troops under the Cover of their Cannon, Our Genl had Concluded on a retreat before, As it was impossible to Stand Against their Ships – & had Movd their Cannon Ammunition, Provisions, & the Chief of their baggage, of Consequence, the week before, & Marchd the greatest Part of the troops back toward Kingsbridge for fear the Enemy would Come upon the back of us — their was only 2 Brigades in the City when the Enemy Landed viz Genl Persons [Samuel Holden Parsons] & Genl [James] Wadsworth & Part of a Brigade at Horns Hook under Commd of Colo Sergant [Paul Dudley Sargent], the Enemy Landed between the two Brigades, & Colo Sergant, & Advancd So quick, that the two Brigades retreated back to the Main body of Our Army, without much Opposition, Colo [Samuel] Selden was taken on the retreat, Majr [James] Chapman of New London Killd, of Co [John] Tyler['s] Regim — Lieut [John] Wheatly wounded, & Taken Prisnr — those brigades Cheifly Lost their Bagage – Colo Sargent, Lost three men in the Cannonade, the week before, but did not Engage them on Sunday — the next day being Monday, Our Army got Prepard for them & Engagd them with Spirit, & drove them two Miles, & you may depend on it Killd four hundred, of the Enemy, & met with but Little Loss on Our Side . . . we Are Pretty well Out of Reach of their Shipping now, & I believe Our Army will be Able to make a Stand, where they Now are, & give them a Nother Drubbing if they Attempt to Come out — Our Army is in three divisions, One over on the Jersey Side, One at fort washington ten miles from Newyork — & one this side of Kingsbridge — Our troops on the Jersey side has retreated back out of reach of their Cannon . . .

1. Trumbull Papers, YUL.

Narrative of Captain Andrew Snape Hamond [1]

[H. M. S. *Roebuck,* September 2 to September 30]

. . . and in the Course of two days that we lay abreast of it [Governors Island], we felt the effect of their return, as they fired through the ship, and obliged us to shift our birth: but the next day two Companies of Hessians were sent to take possession of it.

2d Sepr

3d All the Men of War, except the Vice Admiral & *Centurion* (that were left at Staten Island) moved up within a Mile of the Town, and the Transports Anchored from Red Hook to yellow Hook, on the Long Island Side. The Army extended themselves on the Island, and after some days erected Batterys against the Rebels Works at Waltons Point near Hell Gate, and the General fixed his head Quarters at Newtown. Flat Boats were sent to the Frigates in the Sound and others were sent up Newtown Creek, so that the Enemy could not guess where the descent of the Troops would be made next. During this time most of the Inhabitants of Long Island came in & took the Oath of Allegiance; and as it is a most delightful Country abounding with every necessary & convenience of Life, and the weather remarkably fine, both Army & Navy were well supplied with every thing they could desire. As soon as the Rebels had quitted Long Island, which they had spent so much time to fortify, General Washington, who was at the Head of their Army, (a Man tho' of dull parts, yet not without some military knowledge) concieved the Town to be no longer tenable, and imediately determined on removing out of it all the Military Stores, and every thing that could be carried away, and took the resolution of making his stand at the North End of New York Island, where the ground is by nature remarkably strong, and where allready they had a very considerable Fortification by the Name of Fort Washington. That this was their intention was easy to be perceived, by what was seen to be going on: and it was imagined, that General Howe was much divided whether he should land his Army upon the Main in West Chester, and come at the back of the Rebels, and cut off their supplys from the Country; or whether he should first secure the Town; which on account of the winter, and for many very obvious reasons was an object of great consequence; He & My Lord Howe both thought so, and in a short time resolved upon the latter: But as General Sullivan had prevailed upon them to grant him his Parole of Honor to go to the Congress at Philadelphia, in order to make a true representation of matters, and to use his endeavors for a committee to be sent to treat with the Commissioners, it is to be concieved they either flattered themselves that by this means an honorable accomodation might perhaps be brought about, or were desireous of shewing, to all the world, that nothing had been neglected to settle the matter without further bloodshed; Our opperations were therefore delayed untill his return. He came back the 11th with the Account that the Congress had appointed a Committee of three of their Members to meet the Commissrs whenever they thought proper: The next day was appointed, and My Lord Howe & the General with the Secretary to the Commission (Mr Stratchey) [Henry Strachey] went to the Jerseys to meet them. The three Persons the Congress chose to send on this occasion were, Doctor Franklyn, J Adams & Rutlidge of So Carolina, three Men the most violent for Independancey of any in their whole body; so that the Meeting was a very short one, for on their declaring themselves deputies

12th Sepr

from the free & Independant States of America, and refusing to treat on any other terms, his Lordship broke up the Assembly, and returned the same night to his Ship.

13th Sepr All the Fleet Boats were sent to Newtown Creek under the Commd of Commodore Hotham & several of the Captains; And the *Phoenix, Carysfort, Orpheus* & *RoeBuck* passed the Batterys of New York Town, into the East River, and Anchored off the Mouth of it, where the *Rose* had been for some time, and had a few days before been very roughly handled by a battery the Rebels had erected against her, as the River there is not above three Quarters of a Mile wide. The next day we passed with the General at Newtown, where it was determined, that the *Phoenix* & *Orpheus,* with the *Rose,* should proceed the morning of the 15th against the Rebel Battery opposite

15th Sepr to Hell Gate, in order to make a feint and draw the attention of the Enemy that way, whilst the Army should effect a landing at Kep's Bay, opposite to Newton covered by the *RoeBuck* & *Carysfort:* But in the Morning the Pilots concieving the Tide would be too rapid for the Ships to Anchor off the Rebel Battery (of which Captain [Hyde] Parker [Jr.] acquainted Como Hotham), the disposition of the Ships were changed: and the whole five moved to the other side into Keps's bay, and took their stations in the best manner to secure the landing of the Army. The Rebels had a Line of entrenchment along the Bank, which on the Ships anchoring they mann'd and made an appearance of giving a strong opposition to the Troops if they should land there.[*] General Clinton commanded this descent; at 9 OClock the Boats appeared coming down the Creek, by 10 they were at the Mouth of it, and as the Tide of Flood run Strong, it was necessary they should row down along the shore, a certain distance, before they attempted to cross the stream, which brought the whole embarkation (consisting of five thousand Men in about 100 boats) in view at the same time. Six large Transports lay a little below taking in the remainder of the Army; The Hills were cover'd with Spectators; The ships kept up a constant fire, which soon set the Enemy running, when the Light Infantry & Granadiers landed,

15th Octr [*sic* September] and climbed up a Rock, by the Rebels deemed inaccessible, making all together the finest scene one has ever beheld.

In three hours the whole Army was landed and in possession of all the heights within 2 Miles in which they met with little or no opposition: for as soon as it was known the Troops were crossed over, The Rebels imediately abandoned the Town of New York & all their Posts, and made their escape by the Side of the North River. some hundreds indeed were intercepted & taken Prisoners but in no degree equal to what might have been expected.

[September 16] The next day the Army moved forward (leaving behind three Regiments for the Guard of the Town & environs) and extended their Line from River to River. In the afternoon, three Companies of Light Infantry having advanced within Gunshot of the Rebels works, had a skirmish with a considerable Body of them. They were soon supported by a Hessian Brigade & other Corps, when an end was put to the matter, and they retired back to the ground the General had before given orders to occupy, with the loss of about 20 Men killed & 60, or 70 wounded. What the Rebels lost was not known, but from their situation it was imagined they must have suffered greatly. The Ground the Enemy now occupied was so exceedingly strong, and their numbers so great (being at least thirty thousand) that the General determined to wait for the last division of Hessians, consisting of five thousand Men (whose arrival was daily expected) before he made any further attack upon them; and then resolved to embark his army once more, and on land on the Main, in West Chester County; when the Rebels would be under the necessity of either meeting him in the Field, or suffer themselves to be surrounded. He therefore gave orders to throw up a Chain of Redoubts from River to River in front of his Camp, and with Ships of war on each of his Flanks remained quiet untill the.

22d Sepr He thought it necessary however to possess himself of the Post of Paulus Hook on the west side of the North River, as it not only annoyed the Ships passing to and fro, but might do considerable damage to the Town. The Admiral therefore Ordered the *Renown Tartar* & a Bomb, against the Works, whilst Lord [Hugh] Percy was embarked with about 500 Men to land as soon as the Enemy should be driven from their Guns. This attack was intended to have been made on the 22d Sepr but being little wind & the *Renown* not being able to get there in proper time, it was put off untill the next day, and The *RoeBuck* was sent in her place. This delay however gave the Enemy time to move off their Stores, Baggage & Provisions, as well as most of their Cannon, and upon the Ships Anchoring, the post was quite abandoned; & Ld Percy took possessn without the smallest opposition.

A few days before this, the Rebels committed an Act; which at once shewed their inveteracey against us, and their determined Resolution to sacrifice every thing to the cause they had engaged in. They secreted People in different parts of the Town, provided with proper combustibules, in order to set fire to it They just gave time for the Houses to be filled from the Fleet & Army, And for those to return, that had been driven away, and taking the advantage of a very Stormy Night, about one OClock in the morning set fire to the So part of the Town in three or four places, and as the wind blew strong from that Quarter and most of the Houses were covered with Shingles, it soon made a considerable progress Northward. For a long time it burnt with so much fury that there were little hopes of saving any part of the City, and even a Number of the Transports that were got to the Keys were looked upon to be in great danger. Boats were imediately sent to bring them off, and a Number of Seamen from the Men of War were sent ashore to the assistance of the Inhabitants, who, giving all over for lost, at first seemed only to look on with astonishment, but at last being rouzed by the Activity of the Sailors & Soldiers in pulling down Houses to make breaks in The fire, They set heartily to work and being exceedingly well supplied with Engines & Buckets, a stop was put to its progress about 10 oClock next day, by mere dint of labour & ingenuity, after burning 9 hours with great fury and consuming at least a quarter of the whole Town.

General Washington, & the Heads of the Rebels, took great pains in making a publick denial of their being accessary to this disaster, but nobody believed them; as every circumstance that was discovered tended to prove that there had been people hired for the purpose. Several fellows were taken allmost in the very act of setting Houses on fire: others were taken with Bundles of Matches dipped in Rozin & Brimstone, under their great Coats: some of which were thrown into the Flames, or hanged by the Heels, by the enraged Populace; but the greatest part of them, with many other suspected Persons were sent to the Jail, where by changing cloathes with each other, They were so altered that the next day their accusers did not know them, and the greatest part escaped punishment for want of Evidence.

> About this time the Commissioners published a declaration importing, that although the Congress had disa[v]owed every purpose of Reconciliation, not consonant with their extravagant & inadmissable claim of Independancy, They (the Comrs) thought fit to declare that they were equally desirous to confer with His Majtys well effected subjects upon the means of restoring the publick Tranquility: but this like every thing of that kind had not the smallest effect: For so general was the Revolt, that during the whole time of the Seige of New-York, and even after you [*sic* we] was in possession of the Town, not a Single Man of any sort of consideration left the Rebels and came into us. There were a few Gentlemen (mostly people who had held offices under Government) that had secreted themselves in Long Island, or had taken refuge onboard the ship with Governor Tryon, that came & joined us, but their number, at the most, that ever I heard of, did not exceed twenty.
>
> *Note The Genl & his aid dCamp Lord Maison c[a]me on bd the *RoeBuck* an officer of my Ship was sent to the masthead and gave notice of the motions of the Enemy in the Trenches [Hamond's note.]

1. Hamond, No. 5, UVL.

New-York Gazette, Monday, September 30, 1776

New-York, Sept. 30.

On Thursday the *Halifax* Packet, Captain Bolderson, sailed from this Port for England.

On Wedensday last, the *Eagle* Man of War, Vice Admiral Lord Howe, came up from off Bedlow's-Island, and moored off the Fort in the North River; and, next Morning, the *Bristol,* Vice Admiral Lord Shuldham, and the *Preston,* Commodore Hotham, came up and placed themselves likewise in the North River just above the *Eagle.*

Many Transports and other Ships and Vessels are anchored off the Town in the North and East Rivers.

Journal of Bartholomew James, H. M. S. *Orpheus*[1]

[September 16 to September 30, 1776][2]

We weighed, and parting from the above ships, ran up between Blackwell's Island and the main, and came to in Turtle Cove, having on our passage struck on a rock, but got off with little or no damage. The 25th [*sic*] I was sent down to Lord Howe with some dispatches, having ten miles to row; and on my return, the people, having got drunk, mutinied and made an attack on me, which obliged me to use my hanger, and by cutting them over their hands disabled them, in doing which I broke my hanger in two pieces, but first had very fortunately got the better of the most insensible part of them, two having promised to row on board, where I arrived in a most fearful situation about half-past one in the morning, when I had them sufficiently punished for their infamous conduct.

Our boats, while the ship was advanced on this service, constantly rowed guard abreast of Hell Gates, which is perhaps one of the most dangerous situations that can be imagined, its consequences being fatal to a vast number of ships and boats. During our stay in this river we supplied the ship with fresh provisions and vegetables, and recruited our sick, of which we had a vast number, on Blackwell's Island. The 29th [*sic* September 21], about eleven o'clock, the town of New York was set on fire by some of the rebels, and one-fourth of it burnt to the ground. The chief of those concerned in this business was detected, hung up by the heels, and their brains knocked out with the soldiers' muskets, while others were thrown into the flames and consumed with the houses; such was the consequence attending those unhappy villains who so far succeeded in their wishes as to destroy the property of individuals.

The rebels made an attack on Mintizieurs Island[3] on the night of the 30th [September 22] but were repulsed and a major and several men taken prisoners; and on October 2nd [22] I walked out to the encampment of our army at Kingsbridge, and having viewed the situation of both armies, whose advanced sentinels were within call of each other, saw, in returning, a rebel spy taken and hung immediately to a tree; he died with great heroism, lamenting only that he could not communicate his intelligence to his commander-in-chief, as he had done with success twice before.[4]

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1. Laughton, ed., *James' Journal,* 33–35.
2. In James' account of this period in the East River on board H. M. S. *Orpheus* his dates are wrong. They have been corrected where possible.
3. Montresor Island, now Ward's Island.
4. This is James' version of the death of Nathan Hale.

Journal of the Continental Congress[1]

[Philadelphia] Monday, September 30, 1776

A petition from J. Rowe and others, owners of goods on board the ship *Elizabeth,* which was taken by captains John Manly, Daniel Waters and John Ayres, commanders of the three armed vessles *Hancock, Lee* and *Lynch,* and libelled in the court maritime for the state of New Hampshire, and, by the sentence of the said court, acquitted; against which sentence, an appeal has been entered, was presented to Congress and read, praying that the said appeal may be heard and determined; Whereupon,

Resolved, That a committee of five be appointed, with full powers to hear and determine on the appeal brought against the sentence passed on the libel against the ship *Elizabeth.*

The members chosen, Mr. [Robert Treat] Paine, Mr. [Samuel] Huntington, Mr. [Thomas] Stone, Mr. [George] Wythe and Mr. [James] Smith.[2]

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[1] Ford, ed., *JCC,* V, 834, 835.

[2] See Journal of the Continental Congress, October 14, 1776, for decision on appeal.

WILLING, MORRIS & CO. TO THE MARYLAND COUNCIL OF SAFETY[1]

Gentn Philada Septr 30th 1776

having lately written to Mr [Thomas] Ringgold and Mr [Robert] Hooe on the Subject of our engagement to Your State, we immagined you wou'd not have been uninformd of the many disapointments we have met with in the Several adventures undertaken for the purpose of procuring Arms & Ammunition. We had lately a Schooner taken & carried into the West Indias with a fine Cargo onboard & Yesterday we had the Mortification to hear that the Brigt *Charming Peggy* Capt Coningham [Gustavus Conyngham] which we sent to Dunkirk[2] was Chased by two Cutters coming out of that Port & she run into Ostend, where in Consequence of the Empress Queen's prohibitory [Dec]laration, Officers went onboard to Seize the Brigt but the Capt & Crew resisted and drove them off, weighd Anchor & got under Sail to push out again when unfortunately in Working out they ran aground, the Vessell bilged, a reinforcement of Officers came down & Capt Coningham was obliged to fly – onboard of this Vessell we had Lead, Flints Arms & Powder more than sufficient to pay our Contract with your State & were Concerned in a Cargo of dry Goods onbd her that wou'd now have sold for upwards of £30,000 Curry had they got here safe; this Vessel has been gone on the Voyage ever since Septr last & is a very hard & heavy loss, as indeed several of the others we engaged in have proved.

The difficultys of procuring Arms & [amm]unition in Europe were unforeseen when we made the engagement, & the low prices agreed at, prevented our looking to the West Indias for the Supplys or it shou'd have been finished long since. We have still several other adventures depending from which we expect to fullfill our engagement and shall be happy in doing so, you may depend that the first Arms & Ammunition we have the good Fortune to receive shall be applyed to that purpose & no other. We have the honor to be Gentn [&c.]

Willing Morris & Co

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[1] Executive Papers, Box 2, Folder 75, Md. Arch.

[2] See Volume 3, 471n.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] September 30th, 1776.

Congress having Resolved that they will provide for persons in their service who shall be so disabled as to be incapable of serving on board their fleet or in the Army, & a Certain Nicholas Curry, a seaman late belonging to the *Bull-Dog* arm'd Boat, belonging to this State, having been by accident disabled from ever performing his duty, the Council do therefore Resolve the said Nicholas Curry be allowed half pay from the time of his discharge untill furthur provision is made for persons in like situations.

1. *Pennsylvania Colonial Records,* X, 735.

Joseph Rice to the Pennsylvania Council of Safety[1]

Gentlemen

Understanding that you intend Imedietly to make the appointments of Captains to such Gallies as are at present without them, and I haveing Petitioned to Your Honnorable Board some time past for a Command beg leave to accquaint you that I have been waiting the Result of my Petition, and understang it is nessesary to make a second application do beg of your Honnor to take My Petition under your consideration I am Gentlemen with due Respect [&c.]

Jo^{s} Rice

Philadelphia
septr 30th 1776

1. Simon Gratz Autograph Collection, Case 5, Box 28, HSP.

Journal of H. M. S. *Pallas,* Captain William Cornwallis[1]

September 1776	Latde 40°41′ N
Monday 30th	A M Sounded every hour 80 to 50 fathoms no ground, ½ past 5 out reefs, 5 Sail in Company, at 6 the *Northside Planter, Hereford, Ann* and *London* parted Company steering to the Eastward, at 8 set lower Steering sails at 10 got up another Boom, set them again, bent the Cables, the *Alexander* in Company. First and middle Fresh Gales & hazey, latter Moderate and foggy, at 1 P M down steering sails, at 2 saw a Ship ahead standing to the Westward, ½ past 3 fired a Gun as a signal to speak her, at 4 brot too, out boat and sent her with an Officer onboard, she proved to be the *Anne* from Dominica bound to London, but had been taken by an American Privateer the 31st August, in Latde 42°N; Longde 39 W, they were carrying her to New York, sent an Officer, Master's mate, and 12 Men onboard,[2] took six of the Privateer's Men out, at [5] in 1st and 2d reefs, ½ past 6 in boat and made sail, down Top Gallt yards, at 9 in 3d reefs

1. PRO, Admiralty 51/667.
2. *Ibid.,* on October 4, 1776, the prize ship *Anne* parted with the *Pallas* and shaped "her Course to the Eastward." The prize master, Lieutenant Oakes, carried her into Portsmouth, England, on November 4, *Whitehall Evening Post,* November 5 to November 7, 1776.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY[1]

[Annapolis] Monday September 30th 1776

Commission granted to James Tibbitt of the Sloop *Independence,* as a Letter of Marque, he giving Bond according to resolve of Congress. –[2]

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[1] Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

[2] "James Tibbitt Commander of the Sloop called The *Independence* of The Burthen of Seventy Tons, belonging to David Stewart, Wm Lux, Danl Bowley and others of Baltimore Town in the Colony of Maryland, mounting ten Carriage Guns, and navigated by Forty men. I hereby certify that the above is a true Account of the Sloop called The *Independence*. This 30th Day of September Anno Dom: 1776, James Tibbitt," Papers CC (Ships' Bonds Required for Letters of Marque and Reprisal), 196, VIII, NA.

JOURNAL OF H. M. SLOOP *CRUIZER,* CAPTAIN FRANCIS PARRY[1]

Septr 1776	abreast of Fort Johnston [Cape Fear]
Satury 28	at 8 AM unmoored & weighed & ran down to Baldhead having recd Orders for the Dismantling & Distroying the Sloop as it was not possible to keep her longer above Water. P M retd some of the Stores to the Different Ships
Sunday 29	employed sending onbd the *Active Falcon* & *Scorpion* the Warrant officers Stores
Monday 30	employed Striping the Masts & sending the remains of the Stores & provisions onboard the Different Ships & the people

Frans Parry.

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[1] PRO, Admiralty 51/218.

JOURNAL OF THE SOUTH CAROLINA GENERAL ASSEMBLY[1]

[Charleston] Monday the 30th Day of September. 1776

Mr [Aaron] Loocock reported from the Committee to consider and report the Quantities and different Articles necessary to be imported from Philadelphia under the Direction of the Delegates of this State And he read the Report in his Place and afterwards delivered it in at the Clerk's Table where the same was read in the following words

> That it is their Opinion application should be made to our Delegates at Philadelphia to endeavour to procure Two Frigates on the Continental Establishment to be stationed at this Port particularly during the winter when they can be of little service to the northward which with our own armed vessels may in a great measure secure our Trade by obliging the Enemy to keep so many Cruizers as will soone tire them out
>
> That if our Delagates think proper to make this application your Committee would recommend that the said Frigates take in as Ballast One Hundred Tons of Bar Iron besides the following Articles

But if the Frigates cannot be spared to this State then your Committee recommend that a staunch Brigantine of about One Hundred and Fifty Tons be procured to mount Twelve to Sixteen Carriage Guns be properly manned and to bring as many supernumerary seamen as can possibly be procured in which the said articles may be shiped viz

Thirty Tons of small flatt Bar Iron for Waggon Tire
Ten Tons broad thick flatt ditto for Axes
Six Tons small square Iron
Four Tons thick square Ditto for machine or Mill Work,
Forty Faggots square Steel
Two Faggots German flatt Ditto
Ten Tons Plough-shear moulds half with a thick Land Side and Half for shovel Ploughs
One Groce Mill Saw Files
Four Groce Whip and Cross-cut Saw Ditto
Six Groce Hand Saw Ditto
Twelve Dozen Philadelphia made Club Axes
One Hundred and Fifty Barrels of well baked Ship Bread
(Amounting to about nine Thousand and Five Hundred Pounds-Currency exclusive of the Brigantine)
If Cotton or Wool Cards can be procured a Groce of each
If Broad Hoes to be had reasonable Twelve Groce

Resolved That the Report be taken into immediate Consideration

And the same being taken into Consideration accordingly

The First and Second Clauses were read to the House and severally amended and agreed to

While the House was in Debate upon the Third Clause of the Report

A Motion was made and seconded That the sense of the House should be taken whether the Members of the late Congress who had been appointed to the Places of Emolument *before* the Constitution was established have a Right to sit and vote in the present General Assembly without being reelected

And the sense of the House (without a Question thereon) was That such members had an undoubted Right

The House then proceed in the Consideration of the Third Clause of the Report and the same being read after several amendments made thereto was agreed to And the Report as amended and agreed to is as followeth

That it is their Opinion application should be made to our Delegates at Philadelphia to endeavour to procure Two or more Frigates on the Continental Establishment to be stationed at this Port particularly during the Winter when they can be of little service to the northward which with our armed Vessels may in a great measure secure our Trade and protect our Coasts.

That if our Delegates succeed in this Application your Committee would recommend That the said Frigate take in as Ballast One Hundred Tons of Bar Iron besides the articles under-mentioned

But if the Frigates cannot be obtained or if they should not be allowed to bring those articles then your Committee recommend that proper small Vessels be procured to bring the said articles of a light Draught of water armed with Carriage or Swivel Guns properly manned and with as many Supernumerary Seamen as can be procured or that the Delegates do take such other steps as they shall think expedient to procure the said Articles to be sent to this State as soon as possible And that Mr Archibald Gambell be recommended to the Delegates as a proper Person to assist them and that he be desired to follow their Directions in procuring the said Articles and forwarding the Vessel or Vessels in which the same are to be brought viz.

Sixty Tons of small flat Bar Iron for Waggon Tire

Twenty Tons broad flat thick Ditto for axes

Twelve Tons small square Iron

Eight Tons thick square Ditto fit for machine or mill work.

Eighty Faggots square Steel

Four Faggots German flatt Steel

Twenty Tons Plough-Shear moulds half with a thick Land side and half for shovel Ploughs

Twenty-four Dozen Philadelphia made Club axes

As many mill Saw Cross Cut and Whip Saw and Hand Saw Files and as many Wool and Cotton Cards as can be procured

Three Hundred Barrels of well baked ship Bread And

Five Hundred Reams of printing Paper

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1. Salley, ed., *South Carolina General Assembly Journals,* 66–68.

Journal of H.M.S. *Sphynx,* Captain James Reid[1]

September 1776 Saturday 28	Moor'd in Savannah River (Georgia), as before Boats employed Wooding & Watering – Little Wind and Cloudy Wr PM put Forty Negroes on board the Pilot Schooner with a Weeks Provisions each, to proceed to St Augustine, Emp'd destroying the old Vessels on Shore, being obliged to leave the Port for Want of Provisions,
Sunday 29	AM Cleard hause[r], unmoored, & Weighed and run down to the Lighthouse, & came too Anchor; Moderate Breezes and hazey Wr
Monday 30	AM sent the boat on Shore at the Lighthouse for Water, at 10 weighed & came to Sail in Co the *Cherokee* – at Noon lighthouse W½N 8 Miles

Modt & Cloudy Wr 2 Sail in Sight, at ½ past 3 Spoke His Majestys Ship *Lively* from New York bound to St Augustine, at 5 TKd in Co the *Lively* & *Cherokee,* Tiby Lighthouse WbN 4 Lgs

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1. PRO, Admiralty 51/922.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS[1]

Duplicate Antigua, 30th September 1776.

Sir, My last Letters for their Lordships came addressed to you, by His Majesty's Sloop *Weazle;* I have not received any Dispatches from their Lordships since those by His Majesty's Sloop *Shark;* nor have I since had any particular Intelligence concerning the American Rebels; except the common Report of their having sundry Armed Vessels, Cruizing for the homeward bound Trade; from the West India Islands; several of which have been taken, and sent for different Ports in America; and some of them it's said, have been Re-taken by the Kings Ships Stationed on the Coast of America. The aforesaid Armed Vessels are said to Cruize about the Latitudes of 30° to 35° North which is at a greater distance, than I can send the Kings Ships at present under my Command to; unless their Lordships will be pleased Considerably to Reinforce the Squadron; and thereby enable me to send out a greater Number of Cruizers, which might then be spread to a greater distance from the Islands.

The inclosed paper Marked No 1, is Copy of a Letter I received the 21st Current from the Honble Craister Greatheed of St Christophers, (Commander in Chief of the Leeward Char[r]ibbee Islands for the time being) by which their Lordships will perceive that on the 5th Instant a terrible Fire broke out in the Town of Basseterre, St Christophers, which has Consumed the greater part of that Town; and to add to their Calamity, on the 6th & 7th Septemr came on a Violent Gale of Wind, with heavy rain; which has done considerable Damage among the Islands, and to the Shipping; particularly at Guadalupe, Marygallante, Martinico, Montserrat, St Kitts and the Islands to Leeward. His Majesty's Brigantine Tender the *Sandwich,* in coming over from Prince Ruperts Bay with Water, was caught in the Storm, and obliged to Cut away her Main Mast, and put into the Island of Nevis where She procured a new Mast and got refitted and arrived at English harbour the 20th Instant.

I am apprehensive His Majesty's Sloop *Pomona,* has also met with some disaster and gone away to Leeward; as her Orders directed Her return back to English harbour, the 5th September, and She is not yet arrived; nor have I received any Intelligence of her since the Gale of Wind.

She had before then taken an Armed Brigantine with 8 Guns and 20 Men; which is put into the Island of Tortola in distress; having Cut away her Foremast and thrown her Guns overboard in the late Gale of Wind.

The *Portland* has been Careened, is Refitted and Sails this day on a Cruize; — The *Hind* has been Eleven times hove Kell Out, to repair the

Damage her Bottom received by striking the Ground coming into English harbour the 25th July; of which Accident I wrote their Lordships by the *Weazle:* Her Damages are now repaired, and She is refitting for Sea with all possible Expedition.

Yesterday His Majesty's Sloop *Hawke* came in from Barbados, and acquaints me no Packet is expected to arrive there from England for the Month of August last – The other inclosed Papers marked No 2, 3, and 4; are Account of the Appointment and removal of Officers between the 1st July 1776, and the 30th September 1776, List of Prizes taken since the 1st August last; and the State and Condition of the Squadron under my Command; which you will likewise please to Communicate to their Lordships. I am Sir [&c.]

Jam^{s} Young.

[Endorsed] Recd 22 Decr [1776]

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1. PRO, Admiralty 1/309.

1 Oct.

Whitehall Evening Post, TUESDAY, NOVEMBER 12 TO THURSDAY, NOVEMBER 14, 1776

A letter from Hallifax dated Oct 1 says, On Friday last [September 27] arrived here his Majesty's ship *Viper,* from Annapolis [Royal], having brought in with her three prizes, which she took near that place. On Sunday arrived his Majesty's ship *Liverpool* from a cruize, in which she has retaken several prizes (three of them, we hear, were West India ships) loaded with rum, sugar, &c. which had been taken by the American privateers.

"EXTRACT OF A LETTER FROM HALIFAX, OCT. 1."[1]

On Sunday last [September 29] we received advice from Liverpool, in this Province, that some American privateers had taken in Port Medway, a brig belonging to Captain Hall; a sloop the property of Mr. Richard Cunningham, of this town, and several others; and also a ship (nearly loaded with lumber, spars, &c.) out of which they took the provisions, sails, anchors, cables, &c. cut away all the rigging, and after destroying part of the said ship left her.

A schooner loaded with cattle, roots, &c. was likewise taken out of the harbour of Liverpool, bound to this port; and the following persons, who were passengers, were made prisoners, viz. Capt. Forster, Mr. Hawkins, and Mr. Stevenson.

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1. *Whitehall Evening Post,* November 14 to November 16, 1776. The above letter, according to the editor, came "by the *Beaver* sloop of war, which arrived last Week from thence."

TRISTRAM DALTON TO SAMUEL WHITE, OF CUSHING & WHITE, BOSTON [1]

Dear Brother White: Newburyport Octo 1st 1776

I am told you have the Care of fixing out a privateer Sloop for some Gentlemen in Boston – and that its probable I might thro' your good Means obtain a small Share in her – You'll really oblige me if you can procure me an 1/8th or even 1/16th in this or any other now gone or going soon.

You know a little Expence is not looked At now and if any One can secure a Share in what is going forward in that Way Capt White can – I hope Hannah and all is well I am with Truth & Esteem [&c.]

Tristram Dalton

To Mr Samuel White
At Capt Job Prince Boston

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[1] Emmet Autograph Collection, NYPL.

PETITION OF OWNERS OF THE MASSACHUSETTS PRIVATEER SLOOP *Revenge* TO THE MASSACHUSETTS COUNCIL[1]

These may certifie That The Bearer Robert Gragg [Cragg], late Chief Mate on Board The Ship *Anna Maria,* from Barbadoes for London, Wm Pringle Commander; and taken by the Privateer sloop *Revenge* of Salem Joseph White Commander. That said Gragg, ever since he was set on shore here in Salem, has behaved in a very orderly and peaceable manner; is, we believe, a man of sound Morals, of sobriety and temperance; in no wise given to bad Company, a sincere friend to the Cause of America. But being now well advanced in life (upwards of sixty) of a very infirm Constitution, unable to endure the severities of This or the English Climate, He Humbly prays The favour of the Honourable the Council of This State, That of Their Goodness, They will grant him The liberty, to go to the West Indies in any Vessel that may hereafter be bound There; – a Climate, He, a number of years past has been accustomed to; That he may pass the small remainder of his life There in Peace. – He frankly and with gratitude acknowledges, and declares, That on all occasions will acknowledge, That he has been always treated with the greatest civility and kindness since his being made a Captive. May [it] please your Honours, as we are of opinion, That, he said Gragg, is truly sincere in his above declaration and a worthy honest man, Pray your Honours indulgence in this Case, and That his prayer may be granted. –

Salem 1st Octor 1776.

Elias Hasket Derby	Edward Gibaut
Joseph White	Joseph Lee
Miles Greenwood	William Bartlett

[Endorsed] State of Massachusetts Bay In Council Oct. 17th 1776 On the Petition of Robert Cragg, praying he the said Cragg may have liberty to depart this State to the west Indies in any Vessel that may hereafter be bound there – Order'd that the sd Robert Cragg have the Liberty he petitions for

— and that he have liberty to depart this State accordingly to the west Indies — and it is recommended to the Commanders of armd Vessels and others to let the sd Cragg pass unmolested accordingly

John Avery Dpy Secy

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1. Mass. Arch., vol. 165, 363. Endorsement on document indicates that petition was granted.

Journal of the Massachusetts Council[1]

[Watertown] Tuesday October 1st 1776

On Motion Ordered that the Commissary General be and he hereby is directed to purchase three hundred Blbs Pork belonging to the Cargo of the Ship *Queen of England* now Advertiz'd for Sale.

Whereas Capt John Foster Williams of the Sloop *Republick* and Capt John Clouston of the Sloop *Freedom* both belonging to this State are in want [of] some Iron Ballast that they may Immediately proceed on their Intended Cruize Wherefore the Committee for Fortifying the Harbour of Boston be and they are hereby directed to deliver the said Williams and Clouston out of the Row Galley lying in Boston Harbour as much Iron Ballast as they may stand in need of at this time for their several Sloops.

Petition of Jeremiah Obrian in behalf of himself and his Company on board Sloop *Machias Liberty* in the Service of this State setting forth that he is in great want of Money and Provisions that he has already advanced five or Six hundred Dollars to his Men that they are still in want of more and that it is very difficult to keep them from entering into private property and praying that he may be granted a supply of Money and Provisions.

In Council Read and thereupon Resolved that the Commissary General of this State be and he hereby is directed to furnish necessary Provisions from Time to Time to the Men belonging to the Sloop *Macchias Liberty* under the Command of Capt Jeremiah Obrian and in Actual Service on board the said Sloop until the next meeting of the General Court.

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1. Mass. Arch., vol. 19, 253, 254–55.

Nicholas and John Brown to the Secret Committee[1]

Gentlemen Providence Octr 1st 1776.

This serves to Inclose you Capt Gidn Cra[w]fords & the French Merchts Accots for sales and Returns of the Cargo of the Brigg *Happy return* in 56 days from Nantes, he brings Accots of Capt [Samuel] Avery in the Schooner *Sally* at Nantes & Capt [Joshua] Bunker in the Schooner *William* at Burdox, fited by Us on the Contenentl Accot Capt Craford recd abot 12000 Livrs of Capt Avery — which is inCluded in his return'd Cargo, All which is now Unladin & safely stord here, except the Salt, wch is Also takg out — The Cargo in return so far as we have Examind Appears to be Well bought & as low as from England, The Cargo Outward

Came to a very bad Market wch you'l Observe by the Accots The Powder, Arms, Blankets flints, sum of the Cloths &c are Wanting for the Ships of War here and as they with these Articles will be Compleetly ready for the Seas, and being Allready Hall'd down the River waiting only for the Men & Officers Commissns with the Advice of Govr [Stephen] Hopkins & the Comadore We Shall Deliver them, and in due Time render Accot of the same[2]

Capt Crawford Informs Us that the Ship *Hancock & Addams* Comdd by Saml Smith of Phia was to sail on her Return in two days after him with a Large Quantity of Wollins Gunlocks, Flints Blankets &c &c, Allso the Brigg Capt Blundile, and Schooner Capt Thos Crawford for South Carolina, both with very large Quantitys of Powder

The Ship *Sally* Capt Rollins [Thomas Rawlins] of Phia was to sail in 8 days with Wollens Gunlocks &c &c what Salt may be Wanted to pack Beef for the Ships of Warr here will be made use off, the Remainder will Lay with the other articals for Your orders which you'l please to give as Soone as Convenient Suppose the Salt wou'd Sell together at 9/ L Money Pr Bushel we are Gentlemen [&c.]

[Endorsed] Copy Letter to Robt Morris Esq Mentiong Sundrys for the Ships to be deld – Octo 1. 1776

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1. Nicholas Brown Papers, JCBL.
2. *Ibid.*, the Secret Committee replied on October 13: "we hope you have Not delivered Any of the Goods as you Mention, for the Congress will order A distribution as they think most for the publick Service." The Committee ordered the cloth and blankets delivered to Quarter Master General Thomas Mifflin for use of the Army.

COMMODORE ESEK HOPKINS TO REV. SAMUEL HOPKINS[1]

Sir Providence October 1st 1776 –

I receivd yours of the 20th September (yesterday) and am very much Oblig'd to you for your Address and Advice, and as to your Complaints of the Morals of the People belonging to the Navy I am now to let you know that I did not enter into the Navy as a Divine, and that I am not qualified to Act nor give directions in that Matter, the Congress whom I serve made provision for a Chaplain to perform that necessary duty, but to my Mortification I have not been able to get a single Man to act in that Character although I have applied to many. – If you know of any that has the good of Mankind at heart Sufficient to expose himself to necessary Danger of that Service should be glad you Send him who you may depend shall be treated with due Respect – And if none can be procured I cannot but Condole with you the depravity of the times – I am with great Respect Sir [&c.]

E H. –

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1. Hopkins Letter Book, RIHS. Reverend Samuel Hopkins was pastor of the First Congregational Church at Newport.

STEPHEN HOPKINS TO JOHN ADAMS[1]

Sir Providence Octr. 1, 1776

On my Jorney homward, at a Town called Millstone in Somersett County in the Jerseys, I found confined their, a strange groupe of about fourteen Prisoners, four of which belong to New England, and had been taken at different times by British Cruisers, and carrid to Hallifax, and having no other means to get Home, ships themselves on Board some small Transpot Vessells bound to New Yorke, wheer they weir to be discharged. Four more of them are French Subjects taken in the same manner on this Coast and carrid also to Hallifax, and weir returning in like manner in Order to get Home, one of them is a Boy of eleven years of age belonging to Halifax, the Remaindr British Seamen. I promised these Prisoners that I would write to the Board of War concerning them, in order to procure their Release, or at least the Liberation of the New England men and French men, and I wish you to use your Influence for that purpose. I Remain your Friend

Step Hopkins

To John Adams Esqr
Chairman to the Board of War

[1] Papers CC (Letters addressed to Congress), 78, XI, 101, NA.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY [1]

At a Meeting of the Governor and Council of Safety [at Lebanon] October first, 1776

Voted, That the overseers of the furnace [at Salisbury] be directed to cast a suitable proportion of four-pound shot for the cannon cast there, and that Capt. Jabez Perkins of Norwich be permitted to purchase about forty or fifty of those shot for the two cannon he is to have: provided it can be done without interrupting the casting of cannon.[2]

Voted, That Mr. Andrew Huntington of Norwich be permitted to purchase at the furnace at Salisbury two four pounders and six swivels with shot suitable for them; he paying four pounds per hundred weight for the cannon and the customary price for the shot and swivels.[3]

[1] Hoadly, ed., *Connecticut Records,* XV, 527, 528.
[2] For the Connecticut privateer sloop *Nancy*.
[3] Purchased for the Connecticut privateer brig *Ranger*.

NATHANIEL SHAW, JR. TO GEORGE WASHINGTON[1]

Sir New London October 1st 1776

The 29th Ulto I shipt by Capt Webster Seventy Two Tents which was Sent me by Daniel Tillinghast Esqr of Providence and hope they will get safe to hand – I now by Capt Thos King send you Nine Marque and Ninety Seven Common Tents which I hope will also Come Safe –

In Case any of the Brittish Ships Should come down this way, I think we Should have the Earliest Notice of it, as we are Daly Shiping Goods up the Sound for the Army, I am Sir [&c.]

Nath^{l} Shaw Jun^{r}

1. Washington Papers, LC.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONTINENTAL SLOOP *Providence*[1]

[New London, October 1, 1776][2]

1776		The Sloop *Providence*	Dr
Apr	10	To 1 Anchor from Brig *Boulton* 6.3.8 @ 48/	16..7..6
		To 1 barrel Tallow from Fink amo to	8..1..7
		To Samel Latimer the Smiths Bill	1.13..6
		To 1 Boat Sails & Oars d[elivere]d Capt [John Paul] Jones from Brig *Boulton*	8..0..0
		To Cash advanced Elias Thomas being on board a Prize deserted from the Enemy & on his way to Providence as pr Rect & my Letter of advice to Capt Jones	1..1..0
			35..3..7
		Commissions 5 pCt	1.15
			36.18..7

1. Shaw Collection, Book 39, 4, YUL.
2. The date is based on the Elias Thomas entry in the account. A crew member of the *Providence,* he was sent on board the prize brig *Britannia* late in August. The prize was retaken off the Delaware Capes but, as the account indicates, Thomas made good his escape.

INTELLIGENCE REPORT ON THE BRITISH FORCES IN CANADA AND ON LAKE CHAMPLAIN[1]

[October 1, 1776][2]

The force of the Enemy in Canada & on the Lake is from the best Intelligence as follows

10,000 Men Landed in Canada from Europe &c, 8,000 of wch with many Canadians are to go against Ticonderoga &c all effective men and in good order & appearance – it is without doubt General Carleton intends to command in person, with Burgoine, Fraiser [Simon Fraser], Jones & Nisbit &c –

their Naval force is

a Ship Built in England taken to pieces & Brought out on board the fleet, she is put up at St Johns & Launced there, has 18 Guns 24 pounders, swivels, &c

2 Brigs about 10 Guns each	Swivels &c
3 Schooners about 8 ditto	

20 Gundelo's two Guns each from 9 to 12 pounders

250 Batteaus all with Swivels & many of them with Guns in their Bows

a very fine Train of Artilery of six Companys & at least 100 pieces of Cannon, thought to be the finest ever sent from England, a General Officer Commands it, General [William] Philips

every Sailor & Marine that cou'd possibly be spared is sent to man their fleet —

thier determined Intention is if Possible to form a Junction of thier Army with General How — in wch case General Carleton will command the whole

Sr John Johnson is gone round by Oswego with near [6]00 Indians, McCleans Immigrants & some Canadians & Scotch Volanteers — there is some doubt he may come in by Fort George & cut off our Communication with Ticonderoga he is sanguine in his expectation of taking Fort Ge[o]rge & geting the Command of the Lake

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1. US Revolution, LC.
2. Date is approximated.

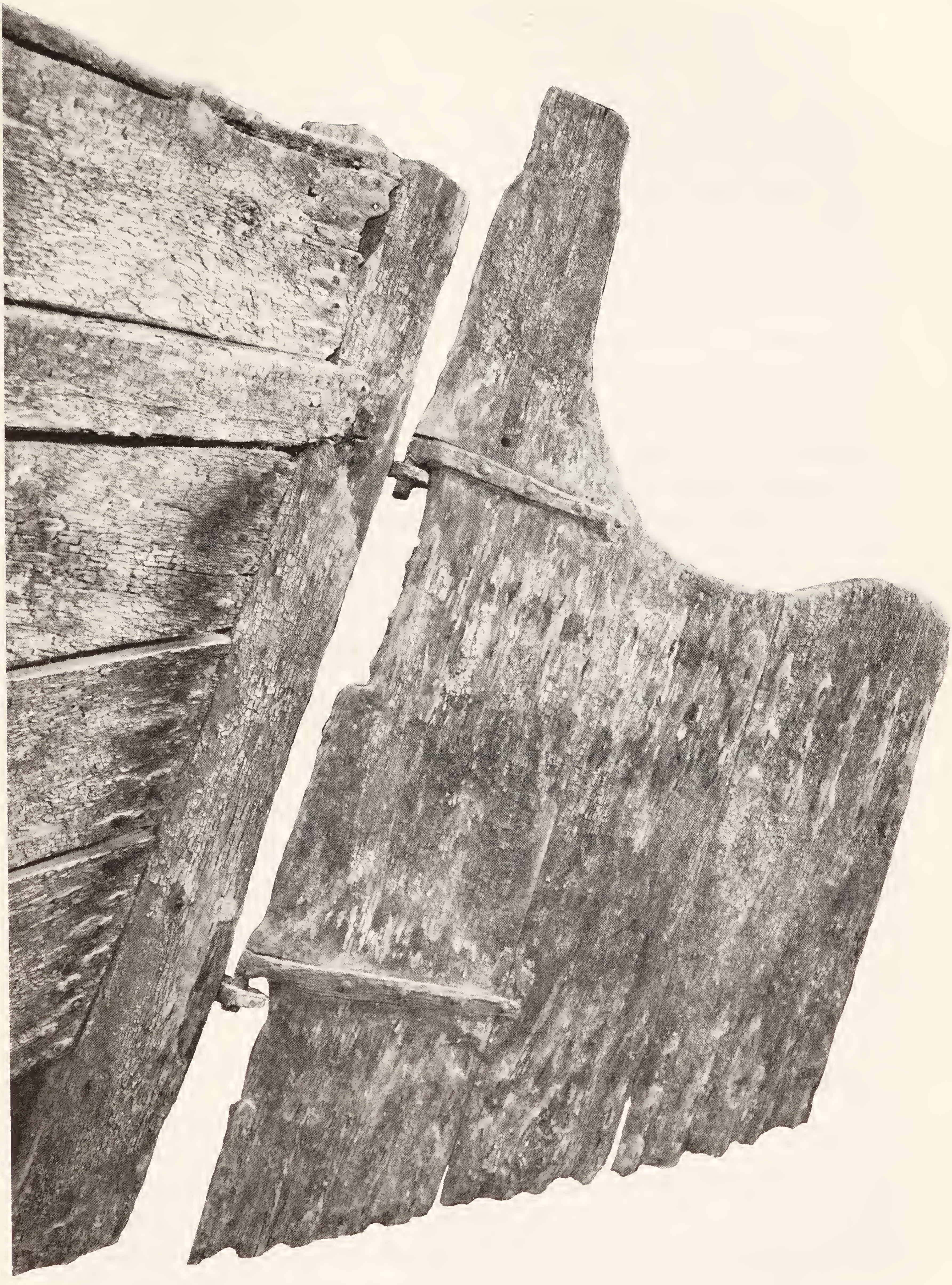
Brigadier General Benedict Arnold's Supply Requisition[1]

Memorandum of Articles which have bin repeatedly wrote for, & which we are in the Extreemest, want of. — Vizt

Ten Dble headed Ten Grape, & Ten Chain Shott for each of the following Guns —

N	Pd				
1	18	10	shott	each kind	30
6	12	10	do	each	180
22	9	10	do	do	600
8	6	10	do	do	240
23	4	10	do	do	690
					1740

300 lb Musquet Ball
All the Useless old Iron that will do for Langridge
200 lb Buck Shott
A Sufficient quantity slow Match for the Fleet
very little on hand & that exceeding bad –
Port fire —
12 Horn'd Tin Lanthorns
50 Swivels with Monkey Tails
3 Anchors. 150 lb 200 lb 250 lb
3 Cables, for Ditto –
4 Sett Calking Irons –
1 ps Oznabriggs
2 Doz. 6. & 7 Inch single Blocks for Gun Tackles
6 lb. Twine & 2 doz Sail Needles –



Rudder of Continental Gunboat Philadelphia.

All the Old Junk that Can be spared –
1000 Tacks for Spunges
1 Barrell Pitch
1 ditto Tarr
300 hand Granadoes filled & Fuses –
100 lb 5. to 9 Inch Spikes –
One Cask 20 d Nails
One ditto 10 d ditto
One Quoil 5 Inch rope for Springs
One ditto 3 Inch ditto
One Ditto. 2½ Inch ditto
One ditto..1½ Inch ditto
One ditto small ratline
One ditto Spun Yarn
30 Inch Pine Boards
Rum As much As you please
Cloathing. for at least half the Men in the Flet who are Naked
One hundred Seamen, (no land Lubbers]

Valcouer Octr 1, 1776
B Arnold

[1] Gates Papers, Box 4, NYHS.

EXAMINATION OF SERGEANT STILES[1]

Serjeant Stiles, returned this morning From the Isle Aux Noix where he was sent this Day weeks, says he left it last Night, at Sun Set, that their Appeared to be upwards of Two Thousand Men on the Island, In Tents, That he saw a Schooner Mounting Twelve Guns Two Gondolas Compleated with thre Guns in Each & a Square Sail, One Gondola Launched & Not Compleated. & Two on the Stocks one of them Just set up, that a Number of People were encamped at Rives a Cote where they have Erected a Battery of heavy Cannon – He also Saw Many Tents on Hospital Island & on the West Shore between that & Isle Aux Noix – that he passed Windmill Point in the night & believes there was Four hundred Indians there, & that on the Bay Opposite he Saw many lights & fires & suposes the Regular Troops were encamped there –

Valcour 1 Octo 1776

[1] Schuyler Papers, Box 40, NYPL.

DIARY OF DR. LEWIS BEEBE[1]

[Ticonderoga] Tuesday October 1t. After breakfast and waiting upon the hospital as usual, Crossed to head quarters. took a view of the Gundoloas and Rowgallies; two of which, were Just going to sail, in order to Join the Fleet; in which goes Genl Waterbury;

[1] "Journal of a Physician on the Expedition Against Canada 1776," *Pennsylvania Magazine of History and Biography* (Philadelphia, 1935), LIX, 350. Hereafter cited as "Beebe's Journal," *Pennsylvania Magazine of History and Biography*.

GEORGE WASHINGTON TO GOVERNOR JONATHAN TRUMBULL[1]

Sir Head Quarters Harlem Heights Octor 1st 1776

I have the honor of your favor of the 27th ulto and note the contents. The Row Galleys belonging to your State together with those the property of the United States and all other vessels, on the approach of the Men of War, ran up the North River under cover of the Battery on Mount Washington, from whence tis now impossible to remove them. As they are now posted they are serviceable to us, by preventing a communication with the Ships, and keeping out Row Guards by night, to give us timely notice of the approach, or any movement of the Enemy. To take from them their Crew would be rendering them entirely useless, and to rob them of their weapons would dispirit the men. However, if it should be thought advisable, after weighing the above circumstances, to have the Crew ordered to Connecticut or any of the Arms or other weapons on board to be sent there, your orders shall be attended to. The situation of the Enemy's Ships is very different at this time from what it was before the evacuation of New York. We then had the command of a narrow pass communicating from the Sound to the East River, commonly called Hell-Gate, which is now in their possession – Two of their Ships came through yesterday, one I think a Transport, the other a Frigate mounting 24 Guns –

[1] Trumbull Papers, XXIX, Letter Book IV, 355, 356, ConnSL.

COLONEL JEDEDIAH HUNTINGTON TO JABEZ HUNTINGTON[1]

[Extract] Camp Kingsbridge Octo 1st 1776

Yesterday a Frigate from N York passed throu' Hell-gate and went up Sound out of Sight we fear her Intention is to interrupt our Navigation. another Frigate came throu' soon after and turned up into the Mouth of the River before Haerlem we apprehend an Attack from the Enemy very soon. . .

[1] *Collections of the Connecticut Historical Society,* XX, 324–25.

JOURNAL OF BARTHOLOMEW JAMES[1]

[New York, October 1, 1776][2]

we quitted this uncomfortable station and proceeded down the [East] river; and on our way ran on board a transport, carried away our larboard forechains, cathead and small bower-anchor stock, and greatly damaged the transport.

[1] Laughton, ed., *James' Journal,* 35. The incident is incorrectly dated October 3.

[2] Journal of the *Orpheus* reads:

> Tuesday, October 1st . . . at ½ past 4 weighed and run down the East River at Six ran foul of a Transport, SE end of Governors Island which broke the Small

> Anchor Stock, and lost it, and shaked the fore chains. Anchd with the Best Bower, and Cleared the Transport, and stowed the smll Bower and Sheet Anchors. laid out the Stream Anchor in the mouth of the Channel, and weigh'd the Bt Bower, then came to sail & at 12 Came too off Bedlows Island.

PRO, Admiralty 51/650.

Diary of Lieutenant Jabez Fitch[1]

[On board the Prison Snow *Mentor*]

[New York] Tuesd: Octr: 1st: 1776 I arose very Early in the Morning, & walk'd the Deck as Usual; It is a Lowery Morning, & the People geting Ready to heave up as soon as the Tide Turns. . .

At ½ after 9 the Snow & the Ships that had the Prisoners on board, got under way, & a little before 12 came to in North River Opposite to the Colledge, where we have a very Melancholy Prospect of the Affects of the late Fire, which is sopos'd to have Destroy'd a fourth part of the City, & chiefly in this part of the Town.

Soon after we came too, I borrow'd a pocket Looking Glass & Raisor, & Shav'd my myself [*sic*] having never look'd in a Glass before, since I was first sent on board the Fleet on the 29th of Augt:

In the Afternoon there came an Offr: on board, & took a List of our Names again, we were also again Inform'd that we were to go on shore Tomorrow; The Night following was cold & very Tedious for us, in our uncomfortable Lodging.

[1] Sabine, ed., *Fitch's Diary*, 52.

Committee of Secret Correspondence Memorandum [1]

> On my leaving London, Arthur Lee esq requested me to inform the committee of correspondence that he had had several conversations with the French ambassador, who had communicated the same to the French court; that, in consequence thereof, the Duke de Vergennes had sent a gentleman to Arthur Lee, who informed him that the French court could not think of entering into a war with England, but that they would assist America, by sending from Holland this fall £200,000 sterling worth of arms and ammunition to St. Eustatius, Martinique, or Cape Francois; that application was to be made to the governors or commandants of those places, by inquiring for Monsieur Hortalez, and that, on persons properly authorized applying, the above articles would be delivered to them — [2]

Philada. October 1, 1776. The above intelligence was communicated to the subscribers, being the only two members of the committee of secret correspondence now in this city, and on our considering the nature and importance of it, we agree in opinion that it is our indispensable duty to keep it a secret, even from Congress, for the following reasons:

(1) Should it get to the ears of our enemies at New York they would undoubtedly take measures to intercept the supplies, and thereby deprive us not only of those succors, but others expected by the same route.

(2) As the court of France have taken measures to negotiate this loan and succour in the most cautious and secret manner, should we divulge it immediately we may not only lose the present benefit, but also render that court cautious of any further connection with such unguarded people, and prevent their granting other loans and assistance that we stand in need of and have directed Mr. Deane to ask of them, for it appears from all our intelligence they are not disposed to enter into an immediate war with Britain, thogh disposed to support us in our contest with them; we therefore think it our duty to cultivate their favorable disposition towards us, draw from them all the support we can, and in the end their private aid must assist us to establish peace or inevitably draw them in as parties to the war.

(3) We find, by fatal experience, the Congress consists of too many members to keep secrets, as none could be more strongly enjoined than the present Embassy to France; notwithstanding which Mr. Morris was this day asked by Mr. Reese Meredith whether Dr. Franklin and others were really going ambassadors to France, which plainly proves that this committee ought to keep this secret, if secrecy is required.

(4) We are of opinion that it is unnecessary to inform Congress of this intelligence at present, because Mr. Morris belongs to all the committees that can properly be employed in receiving and importing the expected supplies from Martinico, and will influence the necessary measures for that purpose; indeed we have already authorized William Bingham, esq. to apply at Martinico and St. Eustatia for what comes there, and remit part by the armed sloop *Independence,* Captain [John] Young, promising to send others for the rest. Mr. Morris will apply to the marine committee to send other armed vessels after her, and also to Cape François (without communicating this advice), in consequence [of] private intelligence, lately received, that arms, ammunition and clothing can now be procured at those places. But should any unexpected misfortune befall the States of America, so as to depress the spirits of the Congress, it is our opinion that, on any event of that kind, Mr. Morris (if Dr. Franklin should be absent) should communicate this important matter to Congress, otherwise keep it until part of or the whole supplies arrive, unless other events happen to render the communication of it more proper than it appears to be at this time.

B. Franklin Robert Morris

[Endorsed] Communicated to me this 11th October, 1776, and I concur heartily in the measure. Richard Henry Lee

Communicated to me the 10th day of October, 1776, and I do also sincerely approve of the measure. Wm Hooper

(Copy)

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1. Wharton, ed., *Revolutionary Diplomatic Correspondence,* II, 151–52.
2. Thomas Story carried this intelligence from Lee.

Committee of Secret Correspondence to William Bingham[1]

[Philadelphia]

We are now at the 1st of October & have heard from Mr. Deane after his arrival at Bourdeaux his last letter is dated 23d June when he was just setting out for Paris. We have later intelligence than his In Consequence of which we desire you to enquire of the General & Governor whether they have recd any Arms or Ammunition from Monsr. Hortalez with directions to deliver the same to any persons properly authorized by Congress to receive them If they have, We hereby authorize you to receive the same giving your Receipts on behalf of the United States of America. If none such are arrived enquire if they have any advice of such & request they will make known to you when they do arrive. We desire you will make the like application to the Governor of St. Eustatia, but proceed cautiously in this business. We think you shou'd go there yourself in a French Vessell or if that might be unsafe or make a noise get Mr Richd Harrison or some person in whose prudence You can Confide, Let the first question be, whether His Excellency has received any advice from Monsr. Hortalez, if the answer be in the Negative, tell him that he will receive letters from such a person & that those advices have reference to you, therefore request the favour of being immediately made acquainted when they come to hand & you will wait on him or send a proper person in your stead – If the answer be in the affirmative then enquire if his Excellency has rec'd anything beside advice from Monsr. Hortalez & if he has, inform him you are empowered to receive the same from him agreable to the directions sent with the Goods, We believe you had best proceed in the same Cautious manner at Martinico & open no more of the business than Circumstances shall make absolutely necessary

We also enjoin you to the Stricktest secrecy and herewith enclose you two separate letters as your proper Authority for receiving any Goods or Money Mr Hortalez our agent in Europe may remit

It was intended that Capt [John] Young shou'd deliver you this letter but as we have some important dispatches to send Mr Deane, we have concluded to send Mr Wm Hodge junr the bearer hereof with the same in order that he may deliver them with his own hands. You'l please to shew Mr Hodge proper attention and assist him to the utmost of your power in procuring him a passage immediately from Martinico to France, in a good Ship, if any Man of War or Packet should be going, make application to the General to recommend Mr. Hodge to the Commander, also to the Commander of the Port where he goes to in France to give him support & assistance from thence to Paris with the best dispatch. If Mr. Hodge should want money for his Expences supply him & transmit us his receipts for the same. You will serve Your Country by forwarding Mr Hodge without delay but you need not mention to the General how urgent we are on this point unless you find it will promote his dispatch –

We learn from many quarters that a Fleet of Twenty Sail of the Line are fitting out at Brest & Toulon Shou'd they come out to the West Indies & be destined to Commit Hostilities against the British Trade or Territorys, they have a fair opportunity to Strike a Capital Stroke at New York where they have upwards of 400 Sail of Ships Guarded only by 2 sixty four Gun Ships, two fiftys and six Fortys the rest are all Frigates &c Twenty Sail of the Line wou'd take their whole Fleet with ease & then we coud as easily manage their Army. We had omitted above to desire that you shou'd send back in the Sloop *Independence* Capt Young a proportion of the Arms Ammunition Money or other Stores you may receive either at Martinico or St Eustatia from Monsr Hortalez, taking bills of Loading for the same deliverable to us or our order & if the quantity you receive shou'd be considerable, you may send by Capt Young about the Value of three or four thousand pounds Sterlg observing that we want Muskets & Woolen Cloathing most immediately. We shall send more Armed Vessells after Capt Young to bring away the remainder of what you may receive or buy and are sir [&c.]

1. Papers CC (Other Reports of Committees of Congress), 37, 40–43, NA. Continuation of a letter begun September 21.

Committee of Secret Correspondence to Silas Deane[1]

[Extract] Philadelphia, October 1, 1776.

Dear Sir: Mr. [Robert] Morris has communicated to us the substance of your letters to him down to the 23d June, when you were near setting out for Paris. We hope your reception there has been equal to your expectations and our wishes; indeed we have no reason to doubt it, considering the countenance we have met with amongst the French Islands and their seaports in Europe. It would be very agreeable and useful to hear from you just now, in order to form certain opinions of the designs of the French court respecting us and our contest, especially as we learn by various ways they are fitting out a considerable squadron at Brest and Toulon. What a noble stroke they might now strike at New York! Twenty sail of the line would take the whole fleet there, consisting of between four and five hundred sail of men of war and transports, store-ships and prizes. Was that piece of business once effected by a French fleet, we would engage to give them a very good account of General Howe's army in a short time; but, alas! we fear the court of France will let slip the glorious opportunity, and go to war by halves, as we have done; we say go to war, because we are of opinion they must take part in the war sooner or later, and the longer they are about it the worse terms they will come in upon . . .

If France means to befriend us, or wishes us well, they should send us succours in good muskets, blankets, cloths, coatings, and proper stuff for tents, also in ammunition; but not like the Venetians, wait until we are beat, and then send assistance. We are willing to pay for them, and shall be able soon as we can safely export our tobacco and other valuable produce . . .

Our frigates are fine vessels, but we meet difficulty in procuring guns and anchors. Our people are but young in casting the former, and we want coals to make the latter. However, these difficulties we shall surmount, and are bent on building some line-of-battle ships immediately. The success in privateering and encouragement given by the merchants will inevitably bring seamen amongst us. This, with the measure that will be adopted to encourage the breeding of seamen amongst ourselves, will in a few years make us respectable on the ocean. Surely France cannot be so blind to her own interests as to neglect this glorious opportunity of destroying the power and humbling the pride of her natural and our declared enemy.

We make no doubt but you have been made acquainted with the negotiations of Monsieur Hortalez, and in consequence thereof we conclude you will be at no loss to obtain the supplies of goods wanted for a particular department, notwithstanding we know that the greatest part of those remittances that were intended you have been intercepted by one means or other It is unfortunate and much to be regretted that those remittances have had such ill fate, but we hope you have obtained the goods on credit, and you may depend that remittances will be continued until all your engagements are discharged.

Clothing and tents are so much wanted for our armies that we entreat you to apply immediately to the court of France for a loan of money sufficient to dispatch immediately considerable quantities of stuff fit for tents, and of coarse cloths, coatings, stockings, and such other comfortable necessaries for an army as you can readily judge will be proper. You will get these goods either sent out direct in French vessels or to their islands, where we can send for them; but if you could prevail on the court of France to send out men-of-war with them it would be most acceptable. Whatever engagements you make for the payment of the cost of such clothing and necessaries the Congress will order sufficient remittances to fulfil the same; but in our circumstances it requires time to accomplish them. You'll observe the secret committee have given orders to Mr. Thomas Morris to procure sundry articles and dispatch them immediately; and if you succeed in the negotiations of a loan from the court for this purpose, you may employ him or act in conjunction with him to procure and dispatch those articles by them and such others as you shall judge necessary, and the remittances to be made him will serve to refund the loan. Should the court decline this matter perhaps the Farmers-General may be induced to advance the money or stake their credit for the sake of securing the tobacoo the secret committee will remit to Europe. These things we throw out as hints, and shall only further observe that you can not render your injured country more essential service at this time than by procuring these supplies immediately.

We are told that our vigilant enemies have demanded of the courts of France, Spain, and Portugal to deliver up the American ships in their ports and to forbid their having any future intercourse with them. The court of Portugal has complied so far as to order our ships away on ten days' notice. That France and Spain gave evasive answers. This is private uncertain intelligence; but we think you will do well to intimate to the ministers of those nations that first impressions are lasting; that the time has been when they stood much in need of American supplies; that the time may come again; that, although we are styled rebels by Britain, yet our friendship may hereafter be of the utmost importance to those powers particularly that possess American colonies, and that injuries now done us will not be easily effaced. These hints of argument you'll offer as the suggestion of your own mind, and endeavour to influence them by interest or fear from taking any active part against us. On the contrary, as it is evidently their interest to encourage our commerce, so we hope you'll be able to influence them by one means or other to protect and license it in the utmost extent.

We shall not take up more of your time at present, But remain, sir [&c.]

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1. Wharton, ed., *Revolutionary Diplomatic Correspondence,* II, 157, 159, 160–61.

Robert Morris to the Maryland Council of Safety[1]

In Secret Committee Philada Octr 1st 1776

Gentn Publick Bodys shou'd be equaly cautious of taking offence as of giving it, because mischiefs are very apt to arise therefrom & generally before a remedy can be applyed. You have taken amiss the refusal of fourteen ps Canvass wanted for your Colonial Vessels & had information that 2000 ps had been imported in one Vessell here. These are your premises & the Facts are as follow. It was not this Committee that refused you the Canvass for we had agreable to orders of Congress delivered the whole to the Marine Committee & that whole consisted of about 600 ps instead of 2000, but it was not possible the Marine Committee cou'd spare you a single Bolt, because the Congress had but a day or two before your application ordered all the light Duck & other stuff, then in the Publick Stores or that coud be bought in the City to be made up into Tents and sent immediately to Genl Washington, the Marine Committee remonstrated against this measure alledging that none of the Continental Vessels cou'd be sent out if this Canvass was taken from them, No Matter they were told the Soldiers should have Tents if they stripped the Yards of those Continental Frigates & Cruizers that had sails made up, & in Consequence of this measure which nothing but the extream necessity of our Army coud justify, We have now a parcell of five Vessells lying here useless at a time they might have been most advantageously employed. Therefore Judge you, whether that Committee or the Congress itself cou'd have justifyed sparing you the Canvass you wanted. You may depend Gentn that no just grounds are ever meant to be given by Congress or any of its Committees for Complaints like yours. We are all embarked in a Cause that requires our utmost united exertions to carry us through, and be assured that you can always Command our utmost Aid and assistance, when it can possibly be extended, consistent with the general Welfare. For & on behalf of the Secret Committee. I have the honor to be Gentn [&c.]

Rob^{t} Morris

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1. Red Book, IV, Md. Arch.

Continental Marine Committee to Lieutenant Thomas Albertson [1]

Sir Philadelphia October 1. 1776. –

The Continental Schooner *Muskeito* under Your Command being well fitted and manned you are to set sail for Occracock in North Carolina and proceed up with said Schooner to Edenton. On your arrival there put into the post office any letters you carry with you and the Military Stores and other goods you have on board deliver to Messrs Hewes & Smith Merchants at that place. Those Gentn are to lade you back therefore you must loose no time in discharging and getting the Vessel ready for the reception of Naval Stores, or any other goods which they may want for to put on board, which you are to receive to the full lading of your vessel. You are to apply to the Convention or any other Public body at that place for any dispatches they may want to send by you, and as soon as you have received your Cargo and dispatches from Messrs Hewes & Smith, you are to set sail for this place, proceeding with caution to avoid being taken by the enemy. Should you find our Bay shut up by the Men of war and that you cannot get in by the Cape May Channel, bear away for some of the Inlets and write to us when you get in.

You are to be careful of the Schooner her Materials and Stores and we expect you will be diligent and attentive to the execution of your business. We are Sir [&c.]

P:S: you must make the utmost dispatch from Carolina & take care not to waste any Powder. Should you be taken, throw all Letters and Papers overboard Slung to A Shott to Sink them. –

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1. Marine Committee Letter Book, 25, NA.

Libel Filed in Pennsylvania Admiralty Court Against the Prize Ship *William* [1]

Port of Philadelphia,
Pennsylvania, ss. } To All whom it may concern.

Notice is hereby given, that a Court of Admiralty will be held on Friday the eighteenth day of October inst. at the State-house, in the city of Philadelphia, then and there to try the truth of the facts alledged in the bill of James Armitage[2] (who as well, &c.) against the ship or vessel called the *William*, burthen about one hundred and fifty tons, with her tackle, apparel, furniture and cargo, lately commanded by John Bond. To the end and intent that the owner or owners of said ship and cargo, or any person concerned therein, may appear and shew cause, if any they have, why the same should not be condemned according to the prayer of the said bill.

By order of the Judge,
[Philadelphia] October 9 [*sic* 1], 1776. Andrew Robeson, Register.

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1. *Pennsylvania Evening Post,* October 1, 1776.
2. Armitage commanded the Pennsylvania 6 gun privateer schooner *Chance.*

MUSTER ROLL OF THE CONTINENTAL SLOOP *Independence*[1]

A Return List of the Officers Seamen & others on board the Sloop *Independence* John Young Esqr Comr

John Young	Captain	Ship'd 23d July 1776
James Robertson	1st Lieutt	10 Sepr
Wm Whitpain[2]	Master	4 Do
Geo: Brookman	1st Mate	16 Do
Willm Oates	Midshipman	18 Do
Pe Lacollade[3]	Do	21st Do
Wm Darby	Boatswain	28 Do
Wm Tucker	Gunner	21 Do
Wm Hanover	Gunners Mate	4th Do
Robt Priest	Carpenters mate	18 Do
Joseph Stout	Carpenter	
Stephen Elms	Clerk	5 Do
John Corlett	Cooper	18 Do
Alexr Riddle	Cook	4 Do
Henry Tucker	Landsman	16 Do
James McCord	Steward	20 Do
Danl Turner	Able Seaman	21 Do
Ralph Watkin	Do	Do
James Black	Landsman	22 Do
Leonard May	Do	23 Do
John Reily	Able Seaman	24 Do
John Colwell	Do	Ditto
John McKinsy	Do	Ditto
Chas Moore	Do	Ditto
James Fisher	Do	Ditto
Nichs Toub	Boy	16 Do
John Paterson	Do	23 Do
James Cownover	Able Seaman	25 Do
Edwd Crilly	Landsman	Octr 1st
Willm Adams	Surgeon	Sepr 26th

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1. Record Group 45, Subject File NA, Box 6, NA.
2. Whitpain was discharged September 6, 1776 from the Pennsylvania state ship *Montgomery,* "to enter the Continental service," Hazard, *et al.*, eds., *Pennsylvania Archives,* 2nd series, I, 339.
3. Stephen Pater de la Cossade whose memorial read in Congress on September 11, 1776 was "referred to the Marine Committee," Ford, ed., *JCC,* V, 751.

MUSTER ROLL OF THE PENNSYLVANIA ARMED BOAT *Porcupine*[1]

[Extract]

Muster Roll of the Armed Boat *Porcupine* commanded by Robert Tatnall Esqr from Sepr 1st to Octr 1st 1776

No	Mens Names	Station	Time pay Commenced	Monthly Pay
1	Robert Tatnall	Capt	Sepr 1st	£ 10..0..0
2	Charles Jones	Gunner	do	4..0..0
3	Robert Ra[w]le	Private	do	2.12..6
4	George Palmer	do	do	do
5	William Drisdale	do	do	do
6	Thomas Peek	do	do	do
7	Jacob Barber	do	do	do
8	John Burtt	do	do	do
9	John Stratford	do	do	do
10	Andrew Vandyke	do	do	do
11	Israel Taylor	do	do	do

I do Certify in honour, That the Officers, non Commission'd Officers & Privates belonging to the Armed Boat *Porcupine* under my command, are bona fide engaged in the Naval Service of the State of Pennsylvania, & receive pay according to the time mentioned to their names & the rank they hold in this Role. I do also Certify on honor, that the two on Duty for Wood and one Absent wth leave were all effective –

Rob^{t} Tatnall.

[Endorsed] This Muster taken from Sepr 1st to Octr 1st 1776, of the People belonging to the Armed Boat *Porcupine* commanded by Robert Tatnall Esqr of the Naval force in the service of the State of Pennsylvania. One Captain, One Gunner and Six privates –

Lod^{k} Sprogell, M. M. [Muster Master]

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[1] C. E. French Collection, MassHS.

MONTHLY PAY RATE OF THE PENNSYLVANIA NAVY[1]

Pay of the Armed Boats P month, to Commence from Oct'r 1, 1776.

Captain,	32	Dollars	Batterys,		
1st Lieutenant,	20	do.	Master,	16	[dollars]
2d Lieutenant,	16	do.	Master's Mate,	12	do
Captain's Clerk,	12	do.	Gunner's Mate,	9	do
Boatswain,	15	do.	Carpenter's Mate,	9	do
Gunner,	15	do.	Boatswain's Mate,	9	do
Carpenter,	15	do.	Qur Master,	8	do
Steward,	12	do.	Carpenter's Yeoman,		
Cook,	9	do.	Qr Gunner,	8	do

Drum & fife,	8	do.			
Privates,	8	do.	Commodore,	60	do
Boys,	4	do.	Doctor	26 2/3	do
			Mate,	15	do
			Pilot,		
			Midshipman,	12	do
			Armorer,	9	do.
			Master of Alarms [*sic*]	10	do
			Boatswain's Yeoman.		

[1] *Pennsylvania Archives,* 1st series, V, 30–31.

Lux & Bowly to Daniel of St. Thomas Jenifer [1]

Honorable Sir Baltimore 1 Octobr 1776

We are favord with yours of the 27th ulto, respecting the Cordage we were to furnish Mr Stewart [Stephen Steward] for the Gondolas &c on the public account.

We did not enter into any agreement with him to finish it at any particular day; but on his return from Philadelphia, as he coud not get it there, we promised to do our endeavours to compleat it as soon as possible, and which we mean to comply with, so soon as we get rid of the Firgates[2] Riging, which we think will be finished in a week – after that, we hope to furnish for the Gondolas nearly as fast as it is wanted, and shall agreeable to Mr Stewarts directions forward it to Annapolis as we make it. We are Honble Sir [&c.]

Lux & Bowly

[1] Red Book, XI, Md. Arch. Daniel of St. Thomas Jenifer was chairman of the Maryland Council of Safety.

[2] Continental frigate *Virginia.*

Journal of the North Carolina Council of Safety[1]

[Halifax] Tuesday October 1st 1776.

Resolved That the Commissary of Stores or his deputy or Captain Forster at Wilmington do deliver to the Commissioners at Edenton appointed to fit out the Armed Vessell *King Taminy* out of the Public Stores at Wilmington such Materials as the said Commissioners may apply for taking a Receipt for the same –

Resolved That Sylvanus Pendleton Esquire Commander of the Armed Brigg *King Taminy* fitted out by this State do with all possible Expedition proceed to Occacock Bar and there lay for the protection of the Trade until the return of the *Pennsylvania Farmer* from her intended Cruize; And then that the said Sylvanus Pendleton shall immediately proceed to Sea on a Cruize for the Term of one Month against the Enemies of the United States of America, and to take as many of the merchant Ships, the property of the Subjects of Great [Britain] as may be in his power and for that purpose to Cruize Between the Latitudes of thirty two and thirty five and ten and to keep within the distance of eighty Leagues of the American Shore and that after the Expiration of the One Months Cruize the said Sylvanus Pendleton shall return to Occacock Bar and should he take any prizes the same must be sent to Occacock or some other port.

Resolved That Joshua Hampstead Esquire Commander of the Armed Vessel *Pennsylvania Farmer* fitted out by this State do immediately proceed to Sea and Cruize the Term of one Month against the Enemies of the United States of America and to take as many of the British Ships the property of the Subjects of Great Britain as may be in his power and for that purpose to Cruise between the Latitudes of thirty two and thirty five ten and to keep within the distance of eighty Leagues of the American Shore, and that after the Expiration of the one Months Cruize the said Joshua Hampstead shall return to Occacock, and should he take any prizes the same must be sent to Occacock or some other Convenient port

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1. Secretary of State Papers (Council of Safety, 1775–1776), NCDAH.

Commissioners Appointed to fit out the Brig *Pennsylvania Farmer* to the North Carolina Council of Safety [1]

Gentlemen Newbern October 1st 1776.

We being intrusted by your Honble Board to fit out an armed Vessel from this Port, can now inform your Honours that the Brig! *Pennsylvania Farmer* is compleatly fitted and man'd ready for service, and hath been so some months past only for the want of shot, which we have now got, sufficient for a Cruise and as she is so well man'd and fitted, and the whole Crew as well officers as men so anxious of going out rather than be laying allmost Idle in a harbour, which does not altogether suit the disposition of a sailor, and as she has been at a considerable expence to the Country we think it adviseable she should goe out, as its quite probable that in a very short time she may reimburse the Country in an ample manner the whole expence and much to spare, by bringing in some valuable prizes, which we hope you'll take into Consideration and if approved off by your Honble Board, you'll send us directions to send her on a Cruise. We think no time is [to] be Lost from Certain Accounts we have had of a fleet of Merchantmen sailing this month from Jamaica for England without convoy –

We some weeks agoe were anxious of geting the Brig down to the Bar, but could not send her with Safety as she had not a sufficient anchor and Cable. it was thought, to ride out a Gale of Wind which might be expected at this season of the year and none to be purchased, we thought ourselves justifiable, especially as so much of the Country property was depending, in taking one from a sloop belonging to Mr Schyler of New york, that we were told was to be carried up Trent river there to be Layed up this Winter 'till the Spring, out of the way of Hurricanes, therefore we Judged it could well be spared without any detriment to Mr Schyler sole owner of said Sloop, and [as] the Country's Service required it we did not think the owner himself had he been here would have had the least objection to it nor do we beleive any person else had it not been particularly wanted at the same time for the Brigantine *William*, belonging to Mr John Wright Stanly and others as we were informed by the master of the said Brig — thus far respecting the said anchor and cable we thought proper to mention to your Honours at this time as we are inform'd a Complaint is intended to be lodged against us respecting the same –

No Commission having as yet been made out for the *Pennsylvania Farmer* you'll please to send one for her by the Bearer with your directions – We are Gentlemen [&c.]

Joseph Leech Rich^d Ellis D Barron

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1. Secretary of State Papers (Council of Safety, 1775–1776), NCDAH.

JOURNAL OF THE SOUTH CAROLINA GENERAL ASSEMBLY[1]

[Charleston] Tuesday the 1st Day of October. 1776

Resolved That this House will ballot for Commissioners to superintend and direct the Naval Affairs of the State of South Carolina

And the House having proceeded to ballot accordingly

It appeared That Edward Blake Thomas Savage, Josiah Smith junior Thomas Corbett Roger Smith George Abbot Hall and the Honourable Thomas Shubrick Esquires had the Majority of Votes

A Bill for establishing a Board of Commissioners to superintend and direct the naval affairs of the State of South Carolina was read a Second Time

And the names of the Commissioners being inserted and several amendments made to the Bill

Ordered That the Bill be sent to the Legislative Council

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1. Salley, ed., *South Carolina General Assembly Journals,* 70, 72.

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2 Oct.

TRIAL AND CONDEMNATION IN HALIFAX VICE ADMIRALTY COURT OF WASHINGTON'S SCHOONER *Warren*[1]

Nova Scotia Court of Vice Admiralty } Cause
Henry Bellew Esqr Commander of his Majestys Ship of War the *Liverpool* VS the Schooner *Warren* –

12th Septr 1776 – } Libel filed & entred order made thereon as on file

Owen Williams Midshipman on board his Majestys Ship the *Liverpool* being Duly Sworne Deposeth that on or about the 26th of August last they fell in with the Schooner *Warren* to the Westward of Georges Bank & gave chace to her from 5 o Clock in the morning till about

11 o Clock when they took her that they had eight Carriage Guns some Swivels & about 48 men on board the Schooner that the Deponant was afterwards put on board the said Schooner as Prize Master, & that she was brought by him into this Port of Halifax where she now is –

Owens Williams

Sworne before me the sixteenth day of Septr 1776

Charles Morris junr Regr –

2d Octobr 1776 Court opened by makeing Proclamation as uaual Proclamation made for all Claimers none appeard – then the Judge order'd the Decree to be pronounc'd as on file whereby the said Schooner *Warren* her Boats Guns Tackle and apparell were Condemn'd as lawfull prize to the Captors thereof –

Court adjourn'd without Day in this Cause –

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1. Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.

JOURNAL OF H. M. S. *Scarborough,* CAPTAIN ANDREW BARKLEY[1]

Octr 76 At a Single Anchor in Port La tour Harbr

Tuesday 1st AM the Boat empd sounding, Lost a hand Lead and Line; the Rebell Privateer fir'd 3 shott at the Boat. Modte & Clear, PM the Boat Empd sounding, sighted the Anchor, let it go again;

Wednesy 2d at 9 AM sent an Officer with the Cutter to Reconnoitre the Privateer who got out of the Creek in the Night at 10 the Boat return'd finding the Privateer up at the head of the Harbr 4 miles above us in shoal water, at ½ past weigh'd & made sail, sent 4 men on board the Schooner which we retook from the Rebell Privateer.

at 1 PM the Schooner in Co at 6 Cape Negro NWbW 8 or 9 miles, and brought too [the] Main TS to the Mast.

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1. PRO, Admiralty 51/867.

CERTIFICATE OF THE ACCOUNT OF SALES OF THE BRITISH PRIZE BRIG *Harlequin*[1]

Providence Octor 2: 1776. –

Paul Tew Esqr produced before me this Account Sales of the Brig. *Harlequin* and her Cargo.[2] The Sale commanced by him August 28th 1776. The whole Amount is £7418..3..1 –

Witness John Foster Judge of Prize Matters

Cost and Charges Amount to 193..0..6½

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1. Admiralty Papers, vol. 9, R. I. Arch.
2. Taken July 2, 1776. See Volume 5.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY [1]

At a Meeting of the Governor and Council of Safety [Lebanon]
October 2nd, 1776

Voted, That the *Spy,* commanded by Capt. [Robert] Niles, be ordered and directed to get ready with all possible dispatch and to cruise in the Sound betwixt Montack Point and Stamford, in order to watch the movements of our enemies and to give intelligence in the easiest and best manner for the security of the navigation belonging to the United States and of the towns upon the Sound and to annoy our enemies, until further orders.

Voted, That Serjeant John Spencer of Capt. Wells's company in Col. Walcott's regiment, and also seven or eight seamen or marines of the same, be permitted to inlist on board the ship *Oliver Cromwell,* and that others may be inlisted in their stead in said regiment if they can be without premium.

Whereas the great cry and want of the necessary article of salt threatens to disturb the publick peace and safety of the State, that it makes it absolutely necessary in order to supply both the publick and private necessities of the people, and that in the most private and speedy method; Therefore voted and resolved, that a suitable number of vessels be provided at publick expence to be sent under convoy in order to get a speedy supply of that article. And Capt. John Deshon is appointed as an Agent to carry this resolve into execution.

Instructions to Capt. John Deshon

You are hereby instructed and ordered forthwith to impress and cause to be appraised the schooner *Hannah and Elizabeth,* which was taken by Capt. Robert Niles of the armed schooner *Spy,* belonging to this State, and take up and have appraised five hundred tons more of vessels from about sixty to about one hundred tons burden, which are good for sailing and well found, and see them suitably manned and supplied with provisions and suitable cargoes for purchasing the salt, to go out at your discretion and direction as to their sailing and place of destination. They are to be guarded and protected by an armed vessel, for which end you are to advise the Governor and Council of Safety for their orders to such one as they shall see fit. You are to do the whole with the greatest secrecy and dispatch.

To Captain John Deshon of New London Greeting

You are hereby authorized and impowered to take up or impress five hundred tons of vessels from about sixty to about one hundred tons, good for sailing and well found, and have them appraised by suitable persons under oath, for publick service. For which this shall be your warrant.

Voted, That his Honor the Governor be desired to appoint such persons as he shall think proper, to be Master of the ship *Oliver Cromwell;* also any other officer that shall be wanted; and also, to give such orders for medicine on board said ship as shall be wanted.

Voted, That Dr. Samuel Lee of Windham be and he is hereby appointed Surgeon and Physician on board the ship *Oliver Cromwell.*

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[1] Hoadly, ed., *Connecticut Records,* XV, 528–29.

"A List of Prizes taken brought in & Condemned in the County of New London in the State of Connecticutt" [1]

	Captor			Prize taken				
Time of Capture	Vessels Name	Comanders Name	Time Condmnd	Vessels Name	Masters Name	General Cargo	Claim admitted	Whole Amount
April 4, 1776	American Fleet	Como. Hopkins	July 5 1776	Brig. *Bolton*	Edward Sneyde	Warlike Stores	None	£ 387..–..–
Idem	Idem	Idem	Idem	Schooner *Hawke*	——— Wallace	Idem	None	256..–..–
Idem	Idem	Idem	Idem	Sloop *Glasgows* Tender	———	Balast	Halfe	125..–..–
					———	Stores of above		809.19..7½
July 11, 1776	Brig. *And: Doria*	Nicholas Biddle	Augt. 22, 1776	Ship *Nath. & Elizabeth*	William Hoar	Rum Sugar &c.	Wages and 47 Hhd Rum & 5 Hhd Sugar Jama Property	1585.14..7
July 27. 1776	Brig *Cabbot*	Elisha Hinman	Sepr 20 1776	Jamaica	Property	47 Hhds Rum 5 do Sugar	None	2129..5..8
Sepr 22. 1776	Sloop *America*	Thos Nicholson	Novr 11 1776	Ship *Adventure*	Richd Chapman	Rum Sugar Wine [Molasses]	Wages	8974..5..9
Sepr 21. 1776	Brigt *Defence*	Seth Harding	Novr 12 1776	Ship *John*	James Dunbarr	Rum Sugar Cotton &c.	Wages	14632.15..4

Sepr 22. 1776	Idem	Idem	Novr 11. 1776	Ship *Sally*	Will: Jackson	Ivory & Balast	Wages	736..2..2
Octo. 2. 1776	B *Cabbot*	Elisha Hinman	Decr 2. 1776	Ship *Clarendon*	John Deniston	Sugar &c.	Wages	10731.11..4½
Aug. 22. 1776	Schooner *Spy*	Robert Niles	Decr 2. 1776	Sch: *Hanah & Eliz*[*a.*]	Ronald Bruce	Rum Sugar &c.	Wages	3584..–.11½

Extracted from the Records of the Maritime
Court for the County of NewLondon
P Wint Saltonstall Regr

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1. US Navy, Miscellaneous Mss., 1775–1804, LC.

Bill for Escorting Governors Montfort Browne and Philip Skene to New York for Exchange[1]

The State of Connecticut to John Skinner Dr.
for Escorting Govrs Brown & Skeen to N York
Octr. 2 1776 (Viz)

For him Self Eleven Days a 8/	4..8..0
to his horse 120 Miles a 3d	1.10..0
To Six Troopers 11 Days Each a 4/	13..4..0
To hire horses	9..0..0
To Expences Coming back from York	12.13..1
	40.15..1
Cr by Cash recd by pr Treasure	30..0..0
	10.15..1
Octr 24th By An Ordr on do as Pr Recd on the Other Side	18..0..0
	7..4.11

Errors Excepted

John Skinner

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[1] Conn. Arch., 1st Series, VI, 404, ConnSL.

Nathaniel Shaw, Jr. to Robert Morris[1]

To Robt Morris Esqr N Lond Octo 2 1776

Chairman of the Sec. Comtee

Gen. Yrs of the 5th Ulto came to hand last Post & agreeable to your directions have made inquiry for Duck & Cloth Suitable for Tents, & am sorry to say their is not a pease to be purchased in this State. I Suppose Mr Dean has Advised you of his Sending me one hundred & one Bolts of Russia Duck and Fifty bolts of Oznabrigs have made use of a few bolts for the Navy – This Moment a Fine Ship from Jamaica with 400 hhds of Sugar and 100 hhds Rum & sum Cotton was sent in hear by Capt Harding belonging to this State[2] she Saild in Co with Two hundd Sail & Harding was in P[u]rsuit of the Fleet Imagine our Crusers will alter the Course of many of them I am Gentlemen [&c.]

N Shaw Jun^{r}

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[1] Shaw Collection, Letter Book, YUL.

[2] Ship *John,* James Dunbar, master, taken September 21. US Navy, Miscellaneous Mss., 1775–1804, LC.

Major General Horatio Gates to Brigadier General Benedict Arnold [1]

[Extract] Tyonderoga October 2nd 1776

This will be deliverd to you by General Waterbury, as I shall be happy to know that he has Join'd you, desire you will dispatch an Express boat with the News – The *Liberty* Schooner sails tomorrow, by whom I shall send any further Accounts that may Arrive from Our Southern Army – The Other Row Galley will be here tonight from Skeen, & is in such Forwardness, that I expect she will be ready to sail from hence in a Week . . .

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[1] Gates Papers, Box 19, NYHS.

Diary of Lieutenant Jabez Fitch[1]

[On Board the Prison Snow *Mentor*]

[Off New York] Wednesd: the 2nd: Was a very cold Morning; we had our breakfast of Chocolet, earlier than common, partly on ac[coun]t: of our Expectation of Landing this Day; but about 1 oClock a Number of Marines came on board, and Inform'd us that we were not to Land this Day, & that there had between 3 & 4 hundred of the Prisoners ben Landed, who had all Engaged to Join the Kings Army.

This Day the Capt Order'd a Large Cable to be Quiled away in our Birth, which greatly Disoblig'd us in the Day Time, but yet as we expected Emediately to Land, we thought little of it, but when Night came, we found ourselves greatly Disaccommodated, & by Reason of this unnecessary & Disingenuous Order of Capt: Davis, we Rested but very little but spent the Night considerably, as we had done before, while we were on board the *Passific.*

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[1] Sabine, ed., *Fitch's Diary,* 52, 53.

Diary of Dr. Thomas Moffat[1]

[On board H. M. Sloop *Swan* at Sandy Hook]

Wednesday Octr 2d Thermom: morning 50. The *Merlin* with a Prize Brigantine from the W Indies came into the Hook. Captn Burnaby dind aboard and supd. P M The *Daphne* St John Chinnery Commander with 11 Transports (having Burgoynes light horse aboard) passd up to the Fleet.

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[1] Thomas Moffat's Diary, LC.

Journal of the Continental Congress[1]

[Philadelphia] Wednesday, October 2, 1776

A petition from John Bayard, Alexander Henderson and Matthew Irwin, was presented to Congress, and read; Whereupon,

Resolved, That the Board of War be directed to sell the petitioners, 1,600 lb. of powder, and 800 lb. of lead, for the use of their privateers, *General Lee* and *Colonel Parry.*

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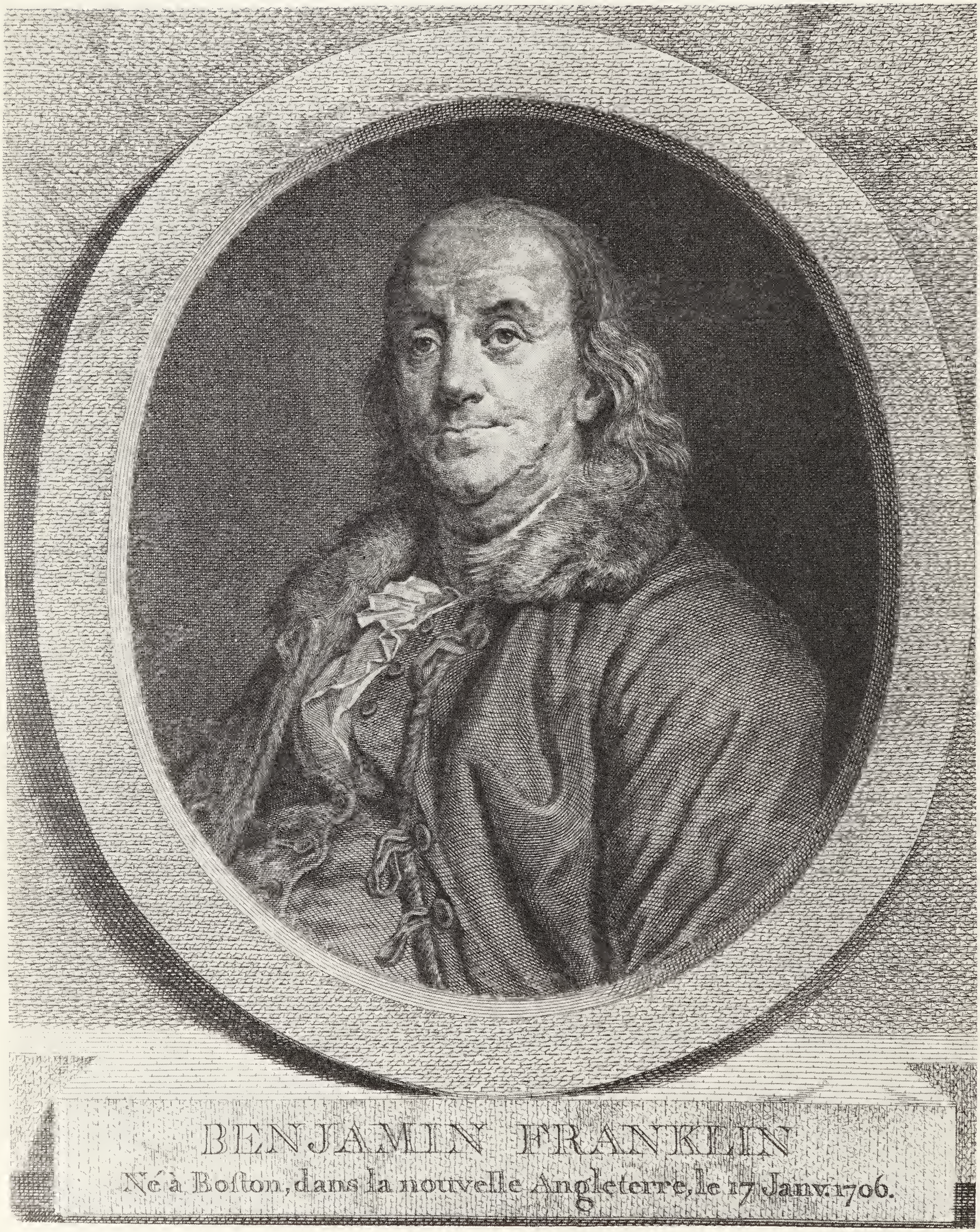
[1] Ford, ed., *JCC,* V, 838, 839.



BENJAMIN FRANKLIN

Né à Boſton, dans la nouvelle Angleterre, le 17 Janv. 1706.

Committee of Secret Correspondence to Silas Deane[1]

Sir Philada October 2d 1776

We have this day received from the Honorable Congress of Delegates of the United States of America the important papers that accompany this letter being,

first, a Treaty of Commerce & Alliance between the Court of France & these States —

Second, Instructions to their Commissioners relative to the said Treaty —

lastly, A Commission, whereby you will see that Doctr. Franklin, The Honorable Thos Jefferson Esqr & yourself are appointed Commissioners for Negotiating said Treaty at the Court of France.

These papers speak for themselves & need no Strictures or remarks from us, neither is it our business to make any. You will observe that in case of absence or disability of any one or two of the Commissioners the other has full Power to Act.

We therefore think it proper to inform you that Doctr Franklin & Mr Jefferson will take Passage with all Speed, but it is necessary that their appointment on this business remain a profound Secret and we do not choose even to trust this paper with their rout. suffice it therefore, that you expect them soon after this reaches your hands, but by different conveyances. And if you do not see some evident advantage will arise by Communicating this Commission to the French Ministry immediately, We give it as our opinion You had best suspend it, until the arrival of one or both these Gentlemen, because you will then benefit of each others advice & abilities, and we apprehend their arrival will give additional Importance to the Embassy

But should you be of opinion that delay will be in the least degree injurious to our Country or its Cause, you must by all means use your own discretion in this matter, wherein we are not authorised to instruct or advise; we only offer our own thoughts on the Subject. Shou'd you think proper to disclose this Commission to the Ministers of France, enjoin the Stricktest Secrecy respecting the Names, or rather insist that it be not made known to any Persons, but those whose office and employments entitle them to the communication that any others are joined with you in it because if that Circumstance reaches England before their arrival it will evidently endanger their Persons. The Congress have ordered the Secret Committee to lodge Ten thousand Pounds Sterling in France subject to the drafts or orders of the Commissioners for their support, and you may depend that remittances will be made for that purpose with all possible dilligence. We can also inform you, that you may expect instructions for forming Treaties with other Nations. Consequently you will Cultivate a good understanding with all the Foreign Ministers.

We have Committed these Important dispatches to the care of Mr Wm Hodge junr who we hope will in due time have the pleasure to deliver them in person, he knows nothing more of their Contents, than that they are Important and in case of Capture his orders are to sink them in the Sea. This Young Gentlemans Character, Family, & alertness in the Publick Service, all entitle him to your Notice. He is also charged with some business from the Secret Committee wherein your Countenance & assistance may be usefull you will no doubt extend it to him and also engage Mr [Thomas] Morris's exertions therein

You will please to advance Mr Hodge the Value of One hundred & fifty pounds Sterling for his Expences & transmit us his receipt for the same. We most fervently pray for a successfull negotiation & are with the utmost attention & regard Dear Sir [&c.]

B Franklin Rob^t^ Morris

P. S Mr Hodge has some instructions from the Secret Committee which he will lay before you & if the Negotiation of Monsr Hortalez respecting Arms & Ammunition has been Conducted with success it will be needless for Mr Hodge to make Contracts for those Articles. You will know how that Matter is and direct Mr Hodge accordingly, And if you shoud think it of more Consequence to send him immediately back here with dispatches than to employ him in the business that Committee have proposed he will obey your orders & Mr Morris may do the other —

1. Charles Roberts Autograph Collection, 733, HCL.

Richard Henry Lee to William Lee[1]

[Extract] Philadelphia October the 2d 1776

. . . The American strength on that Lake [Champlain] is at this time so great both by land and water that they rest secure against any attempts from Gens Carleton and Burgoyn. When the whole Fleet and Army were collected before New York, the British Troops havg been for some time in possession of Staten Island, they landed the greatest part of their Army on Long Island, where they had not been long, before an engagement happened between 3000 of the American troops and (as the best accounts here agree) at least 18,000 of the regulars, which ended in the loss of about 1000 Men taken, killed, & wounded of the Americans, who made few prisoners, but who slaughtered of their enemies many more than were killed of their own people — It being very evident that Long Island and the City of N. York were not to be defended against a potent land army & sea force acting in conjunction, both these places were in their turns evacuated, and the American Army retreated to their present post on the heights of Haerlem about 8 or 10 miles above the City and on the same Tongue of land upon which the Town stands. This is a very strong post by nature and strongly fortified by Art[illery]. 30,000 men are there placed to prevent the further progress of Mr Howe and to this time he has been effectually prevented . . . Thus things remain this 2d of October — The British Army have Connecticut on their right where they do not incline to go, Gen Washington with 30,000 men on the heights of Haerlem in their Front, and on their left the Jersies in which an army of observation is posted either to prevent penetration that way or to aid Gen. Washington occasionally. The N. [North] River is so obstructed that Vessels cannot go above the heights of Haerlem, and these obstructions are covered by 50 pieces of heavy Cannon placed on the heights. This you may depend upon it is a true state of things at present, and you will readily see how poor a compensation it promises for the expence of 12 millions this Campaign, and the loss of America for ever. . . . when the Army and Fleet destined against America was made known, the eyes of all Men were opened, the blind saw, the timid became determin'd, and all joined in commanding the Congress to declare the Colonies Free & Independent States, which they did. . . The number of Prizes taken by the American Cruisers is wonderful – At least 6000 hhds of Sugar and a world of other Goods are already safe in these Ports, and the American force by Sea daily increasing. I do realy think, that if a great Statesman with proper powers were to arise in England, he would endeavor to save his Country by immediately acknowledging the independence of North America and forming with these States an advantageous Treaty of Commerce. Shortly it may be too late.

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1. PRO, Colonial Office, 5/40. An intercepted letter.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] Oct'r 2d, 1776 –
Three o'Clock, afternoon.

New Commissions were given out to the Captains of the Galleys, & they were qualified to execute their Trust faithfully, &c., which qualifications they signed.

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1. *Pennsylvania Colonial Records,* X, 739.

Pennsylvania Journal, WEDNESDAY, OCTOBER 2, 1776

Philadelphia [October 2].

Since our last was sent in here, the ship *William,* Captain [John] Bond, from Jamaica for Liverpool, with 150 hds. of sugar, 9 hds. of rum, and 2 bales of cotton, taken by the privateer sloop *Chance,* and a brig from Barbados for London, with 200 hds. rum, taken by the Continental sloop *Providence.*[1]

By the ships from Jamaica, we learn, that provisions have become very scarce there, that the negroes had actually rose and cut off several plantations in that island, and that the Governor had proclaimed martial law. We also learn, that the humane Butchers of Britain had ordered the scattered remains of the 60th regiment, stationed there since the year 1772, to this continent to cut our throats, instead of letting them remain there to protect the island.

Last Saturday a number of officers and privates, belonging to the American army, and who had been taken prisoners in Canada, arrived in this city agreeable to the proclamation of Gen. Carlton. They were sent in four transports, under convoy of the *Pearl* frigate of thirty-two guns, from Quebec to New-York, where Gen. Howe detained them on board a fortnight. . . .

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1. Brigantine *Sea Nymph,* Francis Trimingham, master.

Pennsylvania Gazette, WEDNESDAY, OCTOBER 2, 1776

Philadelphia, October 2.

We hear that an armed vessel is now fitting out in this city, which will be called the *Parry,* in honour of the late gallant Colonel [Caleb] Parry, of this State, who fell on Long-Island the 27th of August last, nobly contending for the freedom and independence of his country.[1]

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[1] The six gun Pennsylvania letter of marque schooner *Colonel Parry,* William Gamble, master.

LIEUTENANT RICHARD BOGER, R. N., TO ROBERT MORRIS[1]

Sir, York Town Jail, Octob'r 2d, 1776.

In Conformity to the Resolution of Congress for the allowance for Officers who are Prisoners, I directed Mr. Graybel, the Goaler of York Town, after paying him the over plus of his Bill for Mr. [George] Ball and myself to call upon the Committee of this place, who return'd for answer that they had no directions in the case. I shall therefore be oblig'd to you to regulate this matter with the Committee of York Town in such a way that payment may be made to the Landlords here, as it will be inconvenient for them to wait on the Congress. As I never before found any Difficulty in getting this matter settled, the Committee at Germantown readyly paying it, I have now to apologize to you for the trouble offered to you, which this new Circumstance has occasioned. I am, Sir [&c.]

Rich'd Boger.[2]

Directed Robert Morris, Esqr, in Congress.

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[1] *Pennsylvania Archives,* 1st series, V, 31.

[2] Boger, in the *Edward,* was captured by Captain John Barry. See Volumes 4 and 5.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Wednesday October 2d 1776

A Permit issued to Captain Butler, of the Sloop *Wealthy* lately arrived from Bermuda with Salt, to dispose of his Cargo and trade with the Inhabitants of this State for the same.

A Permit issued to the Sloop *Good intent,* Richard Towle Master, laterly arrived here with Salt from Bermuda, to return to the said Island. Manifest of Cargo filed Bond executed & ordered to be recorded.

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[1] McIlwaine, ed., *Journals of the Virginia Council,* I, 182, 183.

JOURNAL OF H. M. SLOOP *Falcon*, CAPTAIN JOHN LINZEE[1]

Septemr 1776 Moor'd off Ball'd Head.
Sundy 29 AM Anchord here H M Sloop *Terriable* Rec'd Gunners Stores from the *Cruizer*
Modte and Cloudy Wr P M our men came on Board from the fort which was burnt.[2]
Mondy 30 Empd Occasionally
October Modte Wr with Lightning and Rain Empd Occasionally
Tuesdy 1 Recd some Boatswn & Carpenters Stores from the *Cruizer*
Wednesy 2 Fresh Breezes with some Rain AM unmoord Ship and hove Short on the Bt Br at 11 Weighd & Came to Sail under Double Reeft topsails in Compy with H M Ships *Active* & *Scorpion* & 2 Tenders with some Mercht Vessells[3] H M Sloop *Cruizer* was Burnt.

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[1] PRO, Admiralty 51/336.

[2] Fort George on Bald Head.

[3] Departure of this fleet left Cape Fear River open for the first time since the beginning of the war. The fleet reached New York on October 18, PRO, Admiralty 51/336.

JOURNAL OF THE SOUTH CAROLINA GENERAL ASSEMBLY[1]

[Charleston] Wednesday the 2d Day of October. 1776

Message from the President by the Clerk of the Legislative Council

Mr Speaker and Gentlemen

Lieutenant Dogharty declines accepting the Command of the Brigantine *Comet*

John Rutledge

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[1] Salley, ed., *South Carolina General Assembly Journals*, 73, 75.

JOHN FITZPATRICK TO JOHN STEPHENSON[1]

[Extract] Mans[c]hac 2 Octor 1776 –

We have nothing new with us worth mentioning excepting that the American Barge that went to New Orleans some time agoe, has repassed here in her way to fort Pitt, the other Day; it is said she has 15000 some hundreds of Gun Powder on Board, she never called here going up or down.

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[1] John Fitzpatrick Letter Book, 1768–90, NYPL.

JOURNAL OF H. M. S. *Atalanta*, CAPTAIN THOMAS LLOYD[1]

October 1776 Grand Caicos Wt End SSW
Wednesday 2 At 4 A M bore away & out 2d and 3 reef TSs set Steerg Sails saw 2 Sail in the SW Qr
at 1 P M saw 3 Vessels at Anchor in Shore hauld down Studg Sails Brot too & hoisted the Boats out, sent them to speak 3 Vessels in North Caicos Harbour, at 5 fired a gun

and made the signal for the Boats ½ pt repeated Do the NW part of the Grand Caicos WBS 3 or 4 Leags at 6 the boats return'd hoisted them in & made Sail at 8 fired 2 Six Pds & 7 Swivels, brot too a Sloop from Port Dauphin bound to Rhode Island [2] took out 7 Americans & 5 french Men, sent a Petty Officer and 6 Men in Lieu [3]

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1. PRO, Admiralty 51/75.
2. Sloop *Susannah,* Benjamin Allen, master, with a cargo of molasses, sugar, etc., see Gayton's Prize List under October 8.
3. *Atalanta*'s journal on October 4 notes: "suspended Jno Why, Boatsn, for receiving out of the Prize *Susannah* an Ensign knowing it to be stole," PRO, Admiralty 51/75.

JOURNAL OF H. M. S. *Pallas,* CAPTAIN WILLIAM CORNWALLIS[1]

October 1776 Latde 43° 18′

Wednesday 2d Fresh Breezes and Cloudy,

at 1 P M saw a Sail to the Eastward, out 2d reefs, made sail [and] gave chace, at 2 TKd ½ past 3 made the Signal for the Prize [2] to Tack to the Eastward 5 made the Signal for the Prize to Tack and stand after us, at 6 the Chace which [was] a Brig and appeared to be an American Privateer about 4 Miles upon the Weather [beam,] at 7 lost sight of her, shortned sail and brot too for the Prize, at 8 sounded 80 fathoms [no] ground, set the Foresail, at 10 fill'd the Maintopsail,

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1. PRO, Admiralty 51/667.
2. The prize ship *Anne* retaken three days before.

3 Oct.

"EXTRACT OF A LETTER FROM CAPT. GEORGE GREY, OF THE *George* VICTUALLER, FROM ON BOARD THE *Boston* PRIVATEER, OCT. 3, 1776" [1]

I embrace the opportunity of sending this on shore by a Newfoundland Banker, to acquaint you that I was taken the 20th of September, after losing the convoy 18 hours in thick weather; when they finish the voyage they are to proceed to Boston with us. They took one of the same fleet that day, and two since.[2]

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1. *Whitehall Evening Post,* November 21 to November 23, 1776.
2. The *George* was libeled against in Massachusetts Admiralty Court, Middle District, October 24, 1776, by Captain Silas Atkins, Jr.

"EXTRACT OF A LETTER FROM AN OFFICER, DATED FORT ST. JOHN, AT THE HEAD OF LAKE CHAMPLAIN, OCT. 3." [1]

Our batteaus and vessels are all ready, and we propose in two or three days setting out on our visit to Ticonderoga and Crown Point, which we hope to give a good account of. We had an alarm that a party of 5 or 6000 of the rebels had been sent up through the woods, in order to come down and burn our vessels; we lay on our arms for four and twenty hours, but the enemy did not appear. We expect to get to the other end of the Lakes in a fortnight from this time.

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1. *Whitehall Evening Post,* November 21 to November 23, 1776.

COMMODORE MARRIOT ARBUTHNOT TO LORD GEORGE GERMAIN[1]

[Extract]
No 4

Nova Scotia
Halifax 3d October 1776

My Lord, I have had the honour of Your Lordships letter dated 20th July; And I shall do my Utmost to prevent any intercourse or Correspondence between the Colonies in Rebellion, and any Persons in this Province.

No Vessel has lately arrived in this Harbour from London with Merchandize, and your Lordship may be Assured that all Trading Vessels shall be Narrowly Watched. –

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1. PRO, Colonial Office, 217/52, DAC Photocopy.

MASTER'S LOG OF H. M. S. *Milford*[1]

October 1776 Do [Seal Island] No 55 Et 16 Leags
Thursday 3 at 2 A M saw a Sail in the NW Quarter, gave Chace . . . at 7 spoke the Chace Which prov'd to be a Brig from Hallifax taken by an American Privateer.[2]

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1. PRO, Admiralty 52/1865.
2. The brigantine *Halifax,* Richard Hinckly, master, for the West Indies with a cargo of fish. She was taken on September 22 by the *General Putnam.* The Halifax Vice Admiralty Court awarded the officers and men of H. M. S. *Milford* one eighth part of the value of the recaptured brigantine and cargo, Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.

JACOB BOARDMAN TO THE MASSACHUSETTS COUNCIL[1]

In Committee of Correspondence,
Inspection and Safety –

Newburyport 3d October 1776

To the Honourable the Council of the State of the Massachusetts, Bay –
May it please your Honours,

The Bearer, Capt George Evans, in the Brign *Necessity,* was Sent into this port, the 27th Ulto by the privateer *Hancock,* Capt Wingate Newman of Philadelphia, the Owners of the Privateer have Discharged, Capt Evans & his Brign, he was Bound from Bermudas to Liverpool, in Nova Scotia, Loaded with 2000 Bushels of Salt, five Hhds of Molasses, & twenty Bbs of Limes, he was from thence to Carry Lumber, Masts &c. to Bermuda, his Vessel by the Register Appears to have been Condemned, in an Admiralty Court, at Bermuda, Last March, and is here Reported, to Belong to Mr [David] Beveridge of Philadelphia, Now We Beg your Honrs Direction whether said Capt Evans, shall here Unload, & Sell his Cargo, & whether he shall be permitted, afterwards to Load with any thing, that may be Shipped from hence, to Foreign parts, also Whether your Honrs think it proper Mr Beveridge, should be Informed, of the Vessels being here brot in, & whether you will Order your Secretary, to give this Information, or Leave it to this Committee to do, – Your Order by the Return of Capt Evans, will be punctually attended to, by your Honors [&c.]

In B[eh]alf & p Order of the Committee

Jacob Boardman, Chairmn, P T

[Endorsed] In Council [Watertown] Octr 8[th] 1776 Read & thereupon Ordered that Benja Austin & Henry Gardner Esqr be a Committee to take the above Petition under Consideration & Report –

John Avery Dpy Secy

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1. Mass. Arch., vol. 165, 323.

Richard Derby, Jr. to the Massachusetts Council [1]

Sir Salem 3d October 1776 –

Last Evening, The *Massachusets,* Capt [Daniel] Souther comandr of the Brigantine belonging to this State, Arrived here, and Informs me that a few days After he Sailed, he fell in with & Took a Brigantine of Abt 250 Tons, from Falmouth in England, mounting Six Three Pound Cannon, & having on board a Capt & about 20 Privates, of the 16th Regt of Dragoons, with their Horses & Acoutremts[2] The Chaplain of the Regiment is Also with them –

With Respect to News I can Only Inform you that this Vessel sailed from Falmouth on the 27th July Inst a Month after they Embarked, in Company with Twelve others under the Convoy of the *Daphne* of Thirty two Guns, from whom they parted but a Day or two before they were taken, they all had the same kind of Cargo, makeing in the whole two Hundred & thirty Horses, a Fleet of about Seventy Sail Sailed About Three Days before them, Under a Strong Convoy, having on Board the Remainder of the 16th Regt of Dragoons, and the last Division of Hanoverians, as he says About 5,000 Men bound for New York, they were short of Horse Provisions & some of the Horses have died of the Staggers & he supposes that the late Gales have Destroy'd many more, He says the People in Brittain know Nothing what is passing in America, & Capt Souther Informs me the Chaplain has Told him the People in England begin to grow very Uneasy! – not a single News Paper or Letter has as yet been found, if their should be any more News Transpire You shall soon be Informed of it, I think You may Depend on the Account he gives of the Sailing of the Fleet, & that they are now near if not Arrived at York –

A Privateer Sloop Belonging to this place, is Just Arrived, Who fell in with the Fleet of Twelve Sail and was so Closely Pursued by the *Daphne,* that the Enemy fired Musket Ball into them, but by heaving Overboard all her Guns, Water & Provision & by Sawing Down her upper Works barely made her Escape[3] – I am with all Due Respect to The Honorable Board [&c.]

Rich^{d} Derby Jun^{r}

A true Copy –
Attest John Avery Dpy Secy

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1. Washington Papers, LC.
2. The Brig *Henry and Ann,* John Farrah, master, *Independent Chronicle,* Boston, October 24, 1776.
3. Not a privateer, but Washington's schooner *Lynch,* Captain John Ayres, *ibid.,* October 10, 1776.

JOURNAL OF THE MASSACHUSETTS COUNCIL[1]

[Watertown] Thursday October 3d 1776

Account of Benjamin Austin Esqr for £14 paid Capt John Clouston for one Months Advance Wages to Seven Men enlisted on Board the Sloop *Freedom* Read Ordered and Allowed that a Warrant be drawn on the Treasury for £14 – in full discharge of said Account – a Warrant was drawn accordingly and Signed by 15 of the Council.

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1. Mass. Arch., vol. 19, 257, 259.

ORDERS OF THE MASSACHUSETTS COUNCIL RESPECTING THE CONTINENTAL FRIGATE *BOSTON*[1]

Council Chamber [Watertown] Octr 3d 1776

Ordered – That the Committee of Correspondence Safety & Inspection of the Town of Newbury Port be and they are hereby directed to deliver Capt Hector MNeil [McNeill] for the use of the Ship *Boston* eight Swivel Guns bro't in Said Town the last year by one Capt Johnson who was from the W. Indies in the Service of this State –

Ordered That the Committee for fortifying the Harbor of Boston be and they are hereby directed to send by Water to Newbury Port Twelve Swivell Guns out of the Row Gally in Boston Harbor to be deliver'd Capt Hector McNeil for the Use of the Ship *Boston* –

J^{no} Avery Dpy Secy

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1. Mass. Arch., vol. 165, 310, 310a.

Independent Chronicle, THURSDAY, OCTOBER 3, 1776

Boston, October 3.

Yesterday was sent into this Harbour, by the *Columbus* ship of War, Capt. Whipple, a Brig from Antigua; bound for Europe, with 250 Hogsheads of Rum.[1]

A Ship from Jamaica was also sent into Cape-Ann last Monday; said to have been taken by a Rhode Island Privateer.[2]

Monday last was sent into Cape-Anne, a Prize Ship, three Decker, from Barbados bound to London; taken by Capt. [William] Coas in the [Massachusetts privateer] *Warren.* She has on board, 394 Hogsheads Sugar, 180 Puncheons Rum, 20 Casks Indigo, 70 live Tortoise, 6 Casks Tortoise Shell, 50 Bags Cotton, some Cash and Plate, and a Quantity of Mohogany.[3]

The Public are hereby informed, that the Sale of the Brigantine *Carolina Packet,* and her Cargo, will not be on the 8th of Instant, as advertised in our last, but timely Notice will be given when the Sale is to be.

The Sale of the Ship *Queen of England,* and the remaining Part of her Cargo, consisting of Pork and Butter, which was advertised to be on This Day, the third Instant, at 11 o'Clock, before Noon, at Captain Fleet's Store, on the Long Wharf, Boston, is postponed to Saturday next 5th Instant, at the Time and Place above-mentioned.

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1. Brig *Lord Lifford,* 80 tons, John Jones, master.
2. Probably the ship *Camden,* 300 tons, Joseph Richardson, master, taken by Captain Christopher Whipple in the Rhode Island privateer brig *Putnam.*
3. Ship *Sarah and Elizabeth,* 300 tons, James Foot, master.

LIBELS FILED AGAINST PRIZES IN THE MASSACHUSETTS ADMIRALTY COURT FOR THE MIDDLE DISTRICT[1]

[Boston, October 3, 1776]

State of Massachusetts-Bay,
Middle District, ss. } To all whom it may concern.

Notice is hereby given, That a Libel is filed before me in behalf of Allen Hallet and his company, and the owners of the armed schooner called the *Sturgy* [*sic Sturdy*] *Beggar,* against the ship *Batchelor,* of about 200 tons burthen, George Barclay late master, and against her cargo and appurtenances, said to be taken and brought into Newbury-Port in the district aforesaid; and for the trial of the justice of this capture, the Maritime Court for said Middle District will be held at Salem, in the county of Essex, on Friday, the eighteenth day of October, 1776, at nine o'clock in the morning, when and where the owner of said ship, her cargo and appurtenances, or any persons concerned, may appear and shew cause, if any they have, why the same should not be condemned.[2]

Notice is hereby given, That Libels are filed before me against the following vessels, their cargoes and appurtenances, to wit, — in behalf of the officers, and company, and owners of the privateer schooner *Dolphin,* against the sloop *Halifax,* of about 95 tons burthen, John McGregor, late master: — In behalf of Jacob Martin and company, and the owners of the privateer schooner *Fair Lady,* against the schooner *Molly,* of about 60 tons burthen, John Bahannon, late Master; — and against the sloop *Industry,* of about 50 tons burthen, Ebenezer Farnam, late Master: — In behalf of Nathaniel Odiorne and company and the owners of the privateer schooner *Washington,* against the snow *Millham,* of about 200 tons burthen, John

Johnson late Master; and against the schooner *Eagle,* of about 70 tons burthen, which had been before taken by the *Weasel* man of war, and was retaken by the said privateer *Washington.* All which vessels so libelled, are said to have been taken and brought into the County of Essex. And for the trial of the Justice of these Captures, the Maritime Court for the said Middle District, will be held at Salem, in said county of Essex, on Friday the eighteenth Day of October next, at nine o'clock in the forenoon; when and where the owners of said captures or any person concerned therein, may appear and shew cause, if any they have, why the same, or any of them, should not be condemned.

Tim. Pickering Jun., Judge of said Court

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1. *Independent Chronicle,* Boston, October 3, 1776.
2. *Batchelor* was condemned on October 18, 1776, Shipping Miscellany, E.I.

"EXTRACT OF LETTER FROM A GENTLEMAN IN PROVIDENCE . . . DATED OCTOBER 3, 1776." [1]

Sunday last arrived the *Columbus* from a successful cruize, having taken four prizes, viz, a brig from St. Croix, bound to Scotland, with 265 hogsheads of rum, one tierce and twelve barrels of sugar; a ship from St. Croix, bound to London, with 291 hogsheads, 59 tierces, 23 barrels, and 12 kilderkins of sugar, and 15 hogsheads and 3 barrels of rum; a ship from Grenada, bound to London, with 300 hogsheads of sugar, 57 hogsheads of rum, one pipe and 2 hogsheads of wine, and some cotton; a brig from Montserrat to Cork, with 218 hogsheads of rum.

The sloop *Providence,* in the service of the States, has taken two prizes, one laden with oil, the other with sugar. Our privateers likewise continue to be successful; some prizes have arrived in the river, but have not yet learnt what they are.

Captain Crauford arrived here on Sunday from Nantz, after a passage of 8 weeks:[2]

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1. *New-York Gazette* published at Newark, N. J., October 12, 1776.
2. Captain Gideon Crawford in the brig *Happy Return.*

INTERROGATION OF JAMES MORRES, MASTER OF THE PRIZE BRIG *Minerva* [1]

Interogatories answered by James Morres late Commander of the Brig: *Minerva* – Providence October 3: 1776 –

Interog. When where and by whom was the said Brigantine taken what is her Tonage, from whence and to what Port was She bound, what are the Contents of her Cargo, and who are the Owners of the said Brig: and her Cargo, and are the papers now shewn to you all the papers belonging to said Brigg.

Answer. The said Brig upon the 26 Day of September AD 1776 being upon the High Seas in Latt 36½ North was taken by Thomas Child[s] Commander, his Officers and men belonging to the private Brigantine of War called the *Industria.* The said Brig *Minerva* is of the Burthen of above 70 Tons. She was bound from the Island of Antigua in the West Indies to the Port of Dublin in Ireland and the Port of Milford in England.* her Cargo consists of about 74 hhds of Rum 24 Hhd of Sugar the Owners of the said Brig *Minerva* are Dover, Bell and Taylor Merchants in Company in said Antigua. – The Papers now shewn to me are all the papers belonging to the said Brig *Minerva* except the Portage Bill now on board the said Brig.**

James Morres

Sworn to in Providence October 3: 1776 –

Before John Foster Judge in Prize Causes –

* He first said She was bound to New York, then, told me to put down that She was bound to Dublin and Milford. —

** He promised to deliver the Portage Bill, and accordingly I received it Octor 4. 1776 –

N.B. The Portage Bill says the Brig was bound to New York.

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1. Admiralty Papers, vol. 9, R. I. Arch.

MAJOR GENERAL HORATIO GATES TO BRIGADIER GENERAL BENEDICT ARNOLD [1]

Dear General Tyonderoga 3d October 1776

Last Night I received Your Letter of the First Instant by Lieut: [James] Calderwood. Capt [David] Hawley carried with him all the Seamen that were to be had here, when he went from Hence. Those who have been procured since, Saild Yesterday in the Two Row-Gallies, under General Waterbury's Command, to which were Added One Hundred & Ten Men, Officers Included. Besides the Number you determined upon, for the Full Complement of each Row Galley, — not One of the Two Hundred Seamen promised from New York, have yet Arrived here. I now give up the hopes of seeing them for this Year — As to the Equipment of the *Trumbull,* I am not answerable for any Deficiency, General Waterbury, who had the Intire Management of Rigging and Arming The Gallies, will satisfy all your Questions upon that Head. — I know not howmuch Cordage you wrote for in July, or whether it is yet half Arrived; but this I know, that General Waterbury Assured me there was not more than half the Quantity necessary. and we shall have much to do to furnish the Galley which came last night from Skeensborough. Not a Cable yet Arrived from Albany & those here too bad for Use — Capt Dow who perfectly understands Fitting of Vessells, has my Orders to Assist Captain in getting his Galley Equip'd with the utmost possible Expedition. I am told shee will Sail in a Week, being much better Fitted when she left Skeensborough, than those who came before her from thence, Col [Jonathan] Trumbull [Jr.], & Mr Conductor Lane, assure me they have put every Article that you Demanded in your last Letter on board the *Liberty* Schooner Except what is not to be had here – where it is not to be had you, & the Princes of the Earth must go unfurnish'd – As to any unnecessary delays made by the Captain of The *Liberty,* I must refer you to Genl Waterbury. I am told the Man was dilligent, and that the Vessell wanted more Caulking than you suspected

All the Cloathing we have, goes in the *Liberty* Schooner, to be delivered to your Order –

I have represented to General Schuyler & to Congress the Absolute necessity of taking immediate measures to Augment Our Fleet upon this Lake, I suppose so Important Business will not be deferred, or Delay'd: –

I take it for Granted you will Consult with General Waterbury & Colonel [Edward] Wigglesworth & with them Determine when it is proper Season to retire Up the Lake, I am confident Your, & their Zeal, for the public Service, will not suffer You to return One Moment sooner than in prudence & Good Conduct you Ought to do it. Perhaps, some Station nearer Crown Point, may, About the Time you Mention, be proper to be taken but this must be submitted to your better Judgements in Maritime Affairs –

The Commissary sent in the Gallies which Saild Yesterday Fourteen Barrells of Rum, Six more go now in the *Liberty;* a Quantity of Fresh Beef, and Other Victuals, went by the same conveyance, which Mr Yancey acquainted you with, particularly by Letter; if you think proper to keep the *Lee* Gondola, or any Other, to go between Ty— & the Fleet, we can be Able to send you Supplies in as Ample manner as Ty— will Afford –

I have read & Noticed Serjeant Stiles's Examination, by the Enemy's building a Battery for Heavy Cannon at River La Cole, I am inclined to suspect they are rather Acting upon the Defensive; – but until the Middle of the next month Arrives, I shall not intirely give up the probability of seeing them this Year –

Col Trumbull gave you the best Account in his Power of the Transactions in the Neighbourhood of N. York, as I have constantly done, & as I shall continue to do; therefore, be satisfied, when you do not hear all you wish; it is because all you wish is not come to my knowledge. There is not a Syllable of News, good or bad, since I wrote to you, Yesterday –. My Affectionate Compliments to General Waterbury & Col Wigglesworth. & believe me dear Genl Your Affectionate [&c.]

H G –

[Endorsed] Copy of Letter to General Arnold, Dated Tyonderoga 3d October – 1776. –

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1. Gates Papers, Box 19, NYHS.

MAJOR GENERAL PHILIP SCHUYLER TO JOHN HANCOCK[1]

[Extract] Albany October 3d 1776

The Cables are by this Time arrived at Tyonderoga – They were made at poghkeepsie and with Dispatch and forwarded without a Moment's Delay.

No Carpenters are to be procured here, the far greater part of the great Numbers I sent up in the Course of the Campaign have sickened and returned Home – On the Subject of encreasing our Navy on Lake Champlain I have already wrote to Congress.

1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 433–36, NA.

JOURNAL OF H. M. S. *Cerberus*, CAPTAIN JOHN SYMONS[1]

October 1776 Fishers Island WNW 6 or 7 miles

Thursday 3 at 6 A M sett the Topsails saw a Sl to the No wd gave chace a[t] 10 saw a Sl to Windwd hauld our Wind & gave Chace[2]

Fresh Breezes & fr at 2 P M md the Sigl to Anchor at 3 Came too wt the Bt Br in 8 fm Et End Gardners Isld S½E off shore 2 Ms

1. PRO, Admiralty 51/181.
2. The master's log of the *Cerberus* is far more informative:

> 10 AM saw a Sail to windwd gave Chace ½ past 11 wore Ship & fir'd several Broadsides at the Chace, which proved to be a Privateer, & he run between Fishers Island reef & Watch Pt. for Stonington & where there is not above 15 feet at high water.

PRO, Admiralty 52/1650.

JOURNAL OF AMBROSE SERLE[1]

[On board H.M.S. *Eagle*, New York]
Thursday, 3d [October].

The *Daphne*, Capt. [St. John] Chinnery, with 12 Sail of Transports having on board the 16th. or [John] Burgoyne's Regiment of Light Horse, came up this Morning. They have been 10 Weeks and 3 Days on their Passage, having parted with one of their Ships, and lost about 40 Horses. No Letters from England for me, to my great Disappointment. One Ship was missing, wch (as we afterwards learned) was taken by the Rebels.

Lord Shuldham, Sir Peter Parker, Commodore Hotham, and their several Captains, dined on board the *Eagle*. Their Discourse ran much upon the good or ill Qualities of Wines, in which I have but little Judgement, and therefore could have but little to say.

1. Tatum, ed., *Serle's Journal*, 118–19.

DIARY OF LIEUTENANT JABEZ FITCH[1]

[On board the Prison Snow *Mentor*]

[Off New York] Thirdsd: the 3rd: [October] Being very weary of my Lodging, I turn'd out Early in the Morning, & Walk'd the Deck for a Long Time, the Weather being Clowdy cold & Chilly; Capt: [Jonathan] Brewster is much unwell this Morning; We seem this Morning also, to meet with great Difficulty in geting Breakfast nor do we yet know whether we are like to break our Fast at all.

We had some words this Forenoon with Capt: Davis, on acct of the Cable, but to no great purpose that I know of as yet.

At about 10 oClock (with much Difficulty) we procured a Dish of Chocolet; Capt: Hawker came on board about this Time, but Informs us of nothing new, concerning our Landing, or any other Matter; I spent most of this Day on Deck, on acct: of being Discommoded below, alth'o the weather was Chilly & uncomfortable, I was also somewhat unwell.

Toward Night the Sailors came down and cover'd the Cable with Grating & other Rough Affairs for us to lodge on, pretendedly soposing we were much beholden to them for so great a piece of Lenity & Care for us. After this I procured a number of Oxslings, with which I prepared myself a Lodging on one of the Gratings, on which I Rested the most Comfortable that I had done since my Imprisonment.

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1. Sabine, ed., *Fitch's Diary,* 53.

Diary of Dr. Thomas Moffat[1]

[On board H.M. Sloop *Swan* at Sandy Hook]

Thursday October 3d Thermom: morning 55 Dind and supd aboard the *Merlin.* Saw a Curious Diary, Log book, ½ minute glass Hermetically seald filled with a Compass Chrystal capd, with a small reflecting mirror for Planetary observations with several years work in Logarithms.

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1. Thomas Moffat's Diary, LC.

Journal of the Continental Congress[1]

[Philadelphia] Thursday, October 3, 1776

Resolved, That the Secret Committee be empowered to take such measures, as they shall judge necessary, for purchasing, arming and equipping, a frigate and two cutters, in Europe, and to give proper orders for the said frigate making a cruize in the British channel against our enemies, and for the said cutters to be employed in transporting to these states, such articles, as the said Committee have been ordered to import.

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1. Ford, ed., *JCC,* V, 842, 846.

Continental Marine Committee to Hewes & Smith, Edenton[1]

Gentlemen [Philadelphia] October 3d 1776

You will receive this from Lieutenant Thomas Albertson commander of the Schooner *Muskeeto* now employed in the Continental service as an advice Boat, She carries but few Letters this voyage but what there are must be put in the post office, and the same price charged for carriage as if they had gone from hence by Land – which you will please to see done Mr [Joseph] Hewes having fitted this Schooner himself before he left this – You will take care to receive the Cargo which consists altogether of Continental Stores sent for the use of the Continental Troops in your State and deliver the same to the proper Officers granting Lieutenant Albertson a receipt for what he delivers and you'l please also to supply him with what money may be absolutely necessary to defray the Charges and expences of his Vessel but no more, taking his accountable receipts for what you pay him one of which you'l transmit by the Vessel. We desire you to Ship back by this Vessel One hundred barrels Cool Tar, two tons tawlow in barrels, and twelve barrels Rosin, for the use of our Navy. If the Schooner will carry more put it on board, if not so much, you must leave out a little of each. We beg you will despatch Mr Albertson back immediately, don't allow him to stay on any account. If he wants a few men pray assist him in getting them and your drafts on the Chairman of the Marine Committee for the Cost of the goods ordered & of the Schooners disbursements will be duely honored. We are sir [&c.]

P:S: You have enclosed a manifest of the Cargo and Mr Hewes must allow a handsome freight for his goods which you'l Credit in the Schooners accounts.

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1. Marine Committee Letter Book, 26, NA.

SECRET COMMITTEE TO WILLIAM HODGE[1]

[Copy] Philadelphia Octor 3d 1776

Sir We deliver you herewith Copies of the Letters & Credentials you had from us when you sailed on your late unfortunate voyage, the originals whereof we understand you destroyed on being taken by the *Orpheus* Man of War.[2] We have since that time taken other measures for procuring Arms and Ammunition which probably may have succeeded, therefore we request you will lay those Copies and this Letter before Silas Deane esqr at Paris and follow such advice and directions as he may give respecting Arms and ammunition but with respect to the Cutters we approve much of that Plan and wish it to be executed and even enlarged. We therefore propose that you should consult with Mr Deane and Mr [Thomas] Morris on this subject, and if you find it will be in your power to procure Seamen and obtain liberty to Arm and fit out vessels in France, Spain, or Holland that you should if possible buy a Frigate of 20 to 40 Guns, have her compleatly fitted armed and manned putting in a gentleman of unexceptionable good character being also an able Seaman to command her for which purpose we give you herewith a blank Commission to be filled up with his and the Ships name which may be the *Surprize*. The Captain and you may appoint the other Officers necessary for this Ship giving to each a Certificate shewing his Station. When the Ship is compleated you must give Orders to the Captain signed by Mr Deane to cruize in the Channel against the enemies of the United States of America, making Prize of all British property as he can meet with. He may send his prizes into such Ports in France as may be most convenient and you will there demand protection for them, or rather let Mr Deane demand this and also liberty to make sale of such goods as he, Mr Morris and yourself may think best to sell there, direct the Captain to take out any drygoods he finds on board his Prizes into his Own Ship, and when by this means he has got a considerable quantity on board, let him come away for this Coast, and get into the first place of safety he can in the United States of America. The Captain must before he goes give bond duly to Observe all the Rules and Regulations of Congress and herewith we deliver you a blank bond, with a book of those Rules and a List of the Continental agents. Any Prize that he sends into France you must send forward from thence to some of these States, unless Mr Deane Mr Morris & yourself agree it is more for the Public good to sell in France and if you sell them there apply the Neat proceeds to pay the Debts you Contract in this business. Besides this Ship we approve also of the Two Cutters as mentioned in our former Letters. You may Arm fit and Man them and dispatch them hither soon as possible, either with Arms, Ammunition, or such other goods as Mr Deane and Mr Morris may recommend or provide. We deliver you Commissions &c. for these Vessels also, and recommend you to be very attentive to the choice of Captains; they should all be good Seamen Men of good character and Principles, strongly attached to this Country and its cause and prefer Americans thus deserving to any other Country. If such Americans are not to be found, seek for good men of other Countries that have been here or have connections amongst us; we know that there are many such in Europe that would be glad of the employ. This Ship must make but a Short Cruize in the Channel and a Short one will do the business for she will daily meet Prizes, but if She is long there they will have men of War in quest of her. We hope you'l meet with some fine fast sailing ship for this purpose, and be able to purchase & fit her on reasonable Terms. We shall desire Mr Deane & Mr Morris to join you in the necessary assurances to those you deal with of being faithfully reimbursed & we again repeat that we shall make remittances in the produce of this Country for that purpose.

We will also make you a proper Compensation for your trouble and services hereafter when they can be better ascertained therefore wishing you success we remain Sir [&c.]

P.S. It is absolutely necessary that you observe the utmost Secrecy in all this business and make use of every Cloak or Cover you can think of to hide the real design

1. Papers CC (Other Reports of Committees of Congress), 37, 3–5, NA. Another copy in the Lee Papers, UVL, differs slightly in capitalization and punctuation.
2. Hodge was a passenger on board the brig *Polly* bound for Bordeaux, when taken by H.M.S. *Orpheus*. See Volume 5.

Robert Morris to Various French Merchants[1]

[Copy]
Gentn,

Philada October 3d 1776

The bearer hereof Mr Wm Hodge Junr is a Young Gentn we esteem, he now goes for France Via the West Indies & is uncertain at what Port he may land. He has business with Silas Deane Esqr & our T Morris. We beg therefore you will furnish him with their Address, & render him any other Service, he may Stand in need of. If he wants money for Expences, Please to advance it, & his draft on Mr Deane will be Honored. Your Complyance will Oblige Gentn [&c.]

To
Mr John Danl Schweighauser at Nantes
Messrs Saml & J. H. Delap at Bourdeaux
Mr Andw Limozin at Havre
Messrs P. Steval & Son at Dunkirk

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1. Papers CC (Other Reports of Committees of Congress), 37, 61, NA. Enclosed in Committee of Secret Correspondence to William Hodge, October 3.

Minutes of the Pennsylvania Council of Safety[1]

In Council of Safety,
[Philadelphia] October 3rd, 1776.

The following Commissions were granted this day, agreeable to the Resolves of Congress, Viz't:

> For the Privateer Sloop *Congress,* Wm. Greenway, Commander, of the Burthen of 40 Tons, mounting Six Carriage Guns Navigated by Forty Men, owned by John Bayard, Jos. Dean & co.,
> Privateer Brig, *General Lee,* John Chatham, Commander, Burthen ab't 100 Tons, Mounting 12 Carriage Guns, Navigated by Ninety Men, owned by John Bayard, Alex'r Henderson, & co.

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1. *Pennsylvania Colonial Records,* X, 740.

Journal of the Maryland Council of Safety[1]

[Annapolis] Thursday October 3rd 1776

The Council of Safety purchased of Major [William] Horsey The Schooner *Friendship* with her riging, sail and Tackle, agreeable to Inventory lodged for one thousand Pounds Common Currency. Major Horsey agrees to deliver said vessel fit for Sea at Baltimore Town. The Council of Safety agreeing to insure from Capture on her way up the Bay. Mr. Horsey impowered to purchase twenty Hogsheads of Tobo not exceeding twenty shillings pr Ct & one hundred Barrels of Flour at Baltimore Prices. The Vessel is not to be detained for the Tobacco, or Flour. Flour to be inspected at Baltimore, if thought necessary by the Council of Safety to be ready to take in her cargo within twelve days.

Ordered That said Treasurer pay to Majr William Horsey three hundred Pounds, for above purchase.

[1] Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY [1]

[Williamsburg] Thursday October 3rd 1776

A Permit issued to Captain John Seymore, of the Sloop *Dick Cole,* lately arrived with Salt from Bermuda, to trade with the Inhabitants of this State.

[1] McIlwaine, ed., *Journals of the Virginia Council,* I, 184.

CAPTAIN WILLIAM CORNWALLIS, R.N., TO PHILIP STEPHENS [1]

Pallas at Sea 3d Octor 1776.
Latde 44°..30′/ Longde 61°..30′W

I wrote to you by a Merchant Ship the 15th of Septr in which I desired you would be pleased to acquaint their Lordships, that we were so short of water that unless we had a fair Wind very soon I should be obliged to put into some Port, we have since been very unlucky in our Winds and not meeting with any Men of War, I propose putting into some harbour in Newfoundland to get water; Thirteen of the Convoy parted Company in a Gale of Wind, the rest have parted by request or of their own accord, as we have taken the greatest pains the whole Voyage to keep them together and never have steered out of their Course only gone a little more to the Northward than they chose. On the 30th Septr we retook a Ship that had been taken by an American Sloop Privateer the last day of August in Latitude 42° N; Longde 39° W, she was call'd the *Anne* bound from Dominica to London they were carrying her to New York. We Yesterday chased a Brig which we took to be an American Privateer, but she got away in the Night. I am Sir [&c.]

W Cornwallis

[1] PRO, Admiralty 1/1611, 3, 11.

4 Oct.

"A TRANSCRIPT OF THE ENTRIES OF LETTERS OF AGENCY IN HIS MAJESTYS COURT OF VICE ADMIRALTY FOR THE PROVINCE OF NOVA: SCOTIA. TO THE 4TH DAY OF OCTOBER 1776."[1]

Time of delivery & Entry	Dates of the Agency.	Names of the Agents & places of abode's.	Names of the Prizes.	Names of the Ships by which they were taken.
4 May 1776	26 March 1776	Robert Hallowell of Boston.	Schooner *Tartar*'s Cargo	*Lively*
26th Sepr "	8th July "	David Phips of Halifax	Sloop *Fanny* & Cargo	*Niger*
2d Octr "	no day	Alexander Brymer do	Sloop *Charming Polly* & Cargo	*Renown*
			Brigantine *Juno*	*Kings Fisher*
			Sloop *John*	*Nautillis* [*Nautilus*]
2d Octr "	11th May "	Alexr Brymer & Edwd Braggs of Halifax	Sloop *Britania* & Cargo	*Milford*
2d Octr "	no day "	Alexr Brymer	Schooner *Betsy*	*Hope*
2d Octr "	25th April "	Alexr Brymer & Edwd Braggs	Ship *James* & Cargo	*Chatham*
2d Octr "	12th do "	Ditto Ditto	Ship *Chance*	*Roebuck*
3d Octr "	9th March "	Alexr Thompson of Halifax	Brig *Mermaid*	*Senegal*
2d Octr "	30th do "	Ditto Ditto	*New York Packett*'s Cargo	*Tamar*
			Schooner *Lyon*	*Cerberus*
2d Octr "	4th June "	Alexr Brymer of Halifax & Henry Parker Esqr of London	Schooner *James*	*Phenix* & *Asia*
Ditto	Ditto "	Ditto Ditto	Brigantine *Deligence*	Ditto Ditto
Ditto	Ditto "	Ditto Ditto	Ship *Lady Gage*	Ditto Ditto
Ditto	Ditto "	Ditto Ditto	Sloop *Hannah*	Ditto Ditto
Ditto	Ditto "	Ditto Ditto	Brigantine *Amazon*	Ditto Ditto
Ditto	25 April "	Brymer & Braggs	Schooner *Esther*	*Scarborough*
			Schooner *Hawk* & Cargo	*Cerberus*
			Schooner *William* & Cargo	Ditto
			Brigantine *Elizabeth* & Cargo	Ditto

4th May "	26th March "	Robert Hallowell of Boston	Sloop name unknown & Cargo	*Lively*
			Brigantine *Recovery* & Cargo	*Kings Fisher*
2d Octr "	11th May "	Alexr Brymer	Schooner *Lydia* & Cargo	*Lively, Milford* & *Hope*
			Schooner *Molly* & Cargo	*Mercury*
2d Octr "	5 March "	Alexr Brymer	Schooner *Lady* & Cargo	*Renown*
2d Octr "	4th June "	Ditto & Henry Parker of London	Brigantine *Mary* & Cargo	*Phenix*
			Sloop *Success*	*Kings Fisher*
2d Octr "	11th May "	Alexr Brymer & Edwd Braggs	Sloop *Britania*	*Milford*
			two Schooners names unknown	*Viper*
2d Octr "	11th May "	Brymer & Braggs	Schooner *Triton*	*Milford*
Ditto "	Ditto "	Ditto	Ship *Princess Royal* a Recapture	Ditto
3d Octr "	13th Augt "	Alexr Thompson Halifax & Henry Bellew Esqr Comr Liverpool	Brigantine unknown	*Liverpool*
Ditto	Ditto	Ditto	Sloop *Swan* & Cargo	Ditto
Ditto	Ditto	Ditto	Schooner *Neptune* & Cargo	Ditto
Ditto	Ditto	Ditto	Sloop *Sally* & Cargo	Ditto
			Schooner *Sandwich*	*Otter*
			Schooner *Dolphin*	Ditto
			Sloop *Baltimore*	*Albany*
2d Octr "	11th May "	Brymer & Braggs	Ship *John* a Recapture	*Milford*
Ditto	Ditto "	Ditto	Brig *Diana* a Ditto	Ditto
3d Octr "	13 Augt "	Alexr Thompson of Halifax & Henry Bellew Esqr Comr Liverpool	Schooner *Warren*	*Liverpool*

A true and perfect Transcript of the Registry of all Prizes that have been Condemnd in His Majes[ty's] Provincial Court of Vice Admiralty, and of all Entries of letters of Agency, that have been enter'd or offerd to be enter'd, in the preceeding half Year in the said Court.

Given under my hand at Halifax in the Province of Nova: Scotia this 4th day of October Anno: Domini 1776, and in the sixteenth Year of His Majesty's Reign.

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1. Vice Admiralty Records, Register of Letters of Agency, 1776–1781, N. S. Arch.

MEMORIAL OF THOMAS CUSHING TO THE MASSACHUSETTS COUNCIL [1]

To The honble The council of the State of the Massachusetts Bay

The Memorial of Thomas Cushing Agent for building Two Continental Frigates in this State

humbly Sheweth,

That your Memorialist has received directions from the Marine Committee of Congress[2] to apply to this State for Powder, Ball, Muskett Shot & Other Military Stores for the Continental Frigate Called the *Boston* Commanded by Capt Hector McNeil which they say will be paid for or Returned by the Congress, that your Memorialist finds there will be Wanted for the Said Frigate Four Tons of Powder, one Thousand double headed shott nine pounders, one Thousand weight of Musquet Bal[l], Ten Swivel Blunder Buss's fifty Small Arms, Eighty Cartouch Boxes five hundred flints some swivel & some partridge Shot fifty Screw'd bottom Power Horns, he therefore humbly prays [illegible] that your Honors would Supply him with the Articles before mentioned for the use of the Frigate *Boston* Hector McNeil Commander which will either be paid for or Returned by the Congress & your Memorialist as in duty bound shall ever Pray

Thomas Cushing

[Boston] Oct. 4. 1776

[Endorsed] In Council [Watertown] Oct. 4. 1776

Ordered That the Commissary General be and hereby is directed to Supply the Petitioner Thomas Cushing Esqr, or his order with four Tons of Powder out of the Powder Mill at the Town of Andover and with other articles mentioned in the Petition as also such Other Military Stores As he finds necessary for the use of the Continental Frigate Called the *Boston,* he the said T Cushing giving his Receipt therefor –

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1. Mass. Arch., vol. 165, 314, 315.
2. See Continental Marine Committee to Cushing, September 21.

CAPTAIN JOHN PAUL JONES TO ABEL COFFIN, PRIZE MASTER OF THE BRIGANTINE *Kingston Packet* [1]

Providence Sloop of War in Sounding on St Georges Bank
4th Octor 1776 –

you are hereby appointed Commander of our Prize the Brigantine *Kingston Packet* – You are to use your utmost endeavours to Navigate her

Safe through the Shoals of Nantucket into our free State of Rhode Island you herewith receive her Register which you are to deliver on your Arrival to the Continental Agent. In any case of necessity you are at Liberty to go in to any Other Port within the United States of America. – You are however to endeavour to keepe Company with our Prize the Sloop *Portland* and to assist each other in the Passage as occasion may require — Be careful of the Brig and her Stores Cargo &c let nothing be wasted or lost — and by all means keepe a careful look out to prevent supprises and avoid Speaking with any Vessels — Your careful observance of the dutys with which I entrust you will recommend you to our further Notice I am Sr [&c.]

Jn° P Jones Captain

NB if you find any good Seamen willing to enter you are to engage them in my Name for the Navy.

1. Revolutionary War Prize Cases, No. 6, Court of Appeals, 1776–1787, NA.

Connecticut Gazette, Friday, October 4, 1776 [1]

New-London, October 4.

Last Lord's-Day Se'nnight Capt. Rowe, with a Party of Men, landed at a Place called The Old-Man's, near Brookhaven, on Long-Island, in order to remove his Family from Corum, to the Main, where he met one Richard Miller, a Native of East-Hampton, who had taken a Commission under Gen. Howe, and was inlisting Men for the Regular Army, and as he was riding by Capt. Rowe's Door where a centry was placed, Miller was hailed and ordered to stop, which he refused to do, and rode the faster, and after being repeatedly called upon to stop, and he not regarding, the Guard fired at him, when a Ball entered his Body, and he died the next Morning.

Last Wednesday a Prize Ship from Jamaica, bound to London, was sent into Port by the armed Brig *Defence,* belonging to the State of Connecticut, commanded by Capt. Seth Harding; she sailed from Montego Bay in company with 200 Sail under convoy of two Men of War, who had parted with them and returned into Port. Her Cargo consists of 306 Hogsheads of Sugar, 158 Ditto of Rum, 16 Bails of Cotton, a Quantity of Coffee and Mahogany, and has two Turtle on Board. She is about 300 Tons, called the *John*, McDonald, Master, was taken 12 Days ago.

An Embargo being laid on the Shipping in Jamaica, on Account of the Insurrection among the Negroes, for want of Provisions, detained the above Fleet; who, when they sailed, were on short Allowance of Provisions.

Yesterday Noon, Capt. Harding, in the *Defence* Privateer arrived from a Cruize; the same Morning off Narragansett-Beach, he fell in with two British Frigates, who fired 60 or 70 Shot at him, and he returned them a like Number. About 2 o'Clock Yesterday the two Frigates came to Anchor off Goshen-Reef, about 5 Miles westward of this Harbour.

Capt. Harding, two Days after taking the Prize before mentioned, fell in with and took a Guinea-man, homeward bound from the West-Indies, William Jackson, Master.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE CONNECTICUT PRIVATEER SLOOP *American Revenue*[1]

Sloop *American Revenue*

1776	Saml Champlin Comdr		Dr
Octr 4	To p Wm Dogett Pilot		£ 5..–..–
	To 50 lb 20d Nails	@ 1/3	3..2..6
	To 10 lb 10d ditto	1/6	15..–
	To 300 feet Boards		1..5..–
	To 300 feet Plank		2.10..–
	To 268 lb Tallow	@ 8d	8.18..8
	To 200 lb ditto Stores	8d	6.13..4
	To 50 lb white Lead	@ 1/	2.10..–
	To 4 Barrells Lampblack		10..–
	To 10 Gallo Oyl	8/	4..–..–
	To 20 lb Oakam		6..8
	To ½ barrell pitch		15..–
	To ½ barrel Tarr		15..–
	To 6 lb Spikes 5/ 19 lb Leather 28/6		1.13..6
	To 1 Brass Compass		3..–..–
	To 44 lb Iron Chains	@ 1	2..4..–
	To 1 Ton Pigg Iron		10..–..–
	To 132 feet Oars		1.13..–
	To 3 time Glasses		12..–
	To Carpenters Tools		7..8
	To pd for 3 Calking Irons		9..–
	To drawg Knife		7..6
	To Bitt & Bitt Stock 7/ Saw 7/		14..–
	To 1 pr Coopers Compasses 6/ Vise 2/		8..–
	To 33 Yards Ticklingburg		4.19..–
	To 30 yds ditto for spare	3/	4.10..–
	To 42 yds Tow Cloth for Hammocks		6..6..–
	To Wharfage & Storage		3.10..–
	To Stage Capson Kittles &c		1..–..–
	To Expences to Lebanon &c after Commiso		5..–..–
	To Cordage Blocks &c		10..–..–
	To Nathl Hempsteads Bill for 808 lb Cordage	@ 10d	33.13..4
	To p Reuben Stantons Bill		2..–..–
	To p Ichabod Powers Bill		11..0..5
	To p Ichd Powers Senr Use of his boat		4..6
	To p Peleg Cheesborough for 172 Cord of Wood		1..4..–
	To 4 Load ditto	@ 10/	2..–..–
	To p Jno Rothbone's Bill		1..5.10
	To p Jno Hayes Ditto		18..3

To p Jno Bolles ditto		10.17..2
To p Pember Calkins ditto		12..7..3½
To Ebenezr Goddards ditto		15..–..–
To Amo Brot Forwd	£	184..5..7½
Amot Carrd Forwd		184..5..7½
To Saml Latimers Bill		15.14.11
To Joshua Starrs do		4.11..4
To George Colfax ditto		7..4..3
To Clark Elliotts ditto		1.19..–
To Wm Steward for 3c 2q 17 lb Balla[st]		30..–..–
To Jno Owens Bill		22.18..1
To Jno Champlins ditto		6..–..–
To p Saml Coit for 3 days Work	6/	18..–
To p Thomas Holt 3 days do	6/	18..–
To p Jno Craige 16 days	5/	4..–..–
To p Thomas Holloway 14 do	5/	3.10..–
To p Wm Bolton 9 ditto	4/	1.16..–
To p David Pool 18 ditto	5/	4.10..–
To p Ichabod Youngs 10 do	4/	2..–..–
To p Frank Cutland charg Wm Packw[oo]ds Accot		
To p Danl Brown 9 days	4/	1.16..–
To p Jonathan Leeds 18 do	5/	4.10..–
To p Wm Leeds 8½ ditto	5/	2..2..6
To p Wm Powers 18 ditto	5/	4.10..–
To p the French sailors for Labour		24..8..–
To p 30 Gallo Rum fittg out	8/	12..–..–
To John Wards Bill		17..5
To John Braddicks ditto		1.16..–
To pd Wm Leeds Expence to Stonington		1.19..10
To Rum gave the Carpenters		1.15..–
To David Gardiners Bill		5..2..2
To 3 Skeins Marline	@ 2/6	7..6
To 10 lb Sheeting Nails	1/	10..–
To Alexr Merrills's Bill		6.15.10
To Ebenr & Wm Ledyard's Bill		1.15..–
To p ditto for 2 Loaves Sugar		1.18..3
To p 40c 1q 1 lb Bread	@ 25/	61.11..3
To 5 Barrells Pork	100/	25..–..–
To 13 Barrells Beef	66/	42.18..–
To 2 Barrls Flour 3c 3q 24 lb	20/	3.19..4
To 20 lb Coffee	1/	1..–..–
To 1 Barrell ditto 199 lb	10d	8..5.10
To 2 Barrells Sugar wt 4c	65/	15..–..–
To 42½ Gallons Old Rum	8/	17..–..–

Sloop *American Revenue*

Saml Champlin Commdr Dr

To 89½ Gallons ditto	6/	26.17..–
To 1 Firkin Butter 70 lb	@ 8d	2..7..4
To Christo Leffingwells Bill for Medicines & Provisions		39.8..1½
Amot Carrd Over		£ 603..7..8

[1] Nathaniel & Thomas Shaw Collection, Ledger 4, YUL. Ledger 9 contains a rough draft with omissions and not totalled.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH [1]

[Headquarters, near Harlem] 4th [October]. – The brig and tenders in the East River came down, and cast anchor near *La Brune* frigate; and the *Roebuck* and *Phenix* sailed up the North River, and joined the other ships which lay at anchor there.

[1] Abbatt, ed., *Heath Memoirs,* 60.

DIARY OF LIEUTENANT JABEZ FITCH[1]

[On board the Prison Snow *Mentor*]

[Off New York] Fryd: the 4th: [October] Was a Rainey Morning, on acct: of which, we were oblig'd to keep more below than Common, which was very uncomfortable; About 10 oClock I went up on the Quarter Deck with Majr: [Levi] Wells, where he & I set while Noon, in which Time there was considerable movements of the Ships Laying near us; There was also several other Ships came in this Day, some of them had Troops on Board, & we were Inform'd that they had newly Arriv'd.

Toward Night we Observ'd the Landing of a considerable number of Horse, from on Board the Ships newly Arriv'd.

The Night following was Remarkably Cold & Chilly, I Dream'd more than common of Returning home, & that I was free from my Confinment &c.

[1] Sabine, ed., *Fitch's Diary,* 53.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Friday, October 4, 1776

A petition from the officers and men of the brig *Andrew Doria* was presented to Congress and read; Whereupon,

Resolved, That the continental agents in Philadelphia be directed, with all despatch, to make an estimate of all the prizes taken by the *Andrew*

Doria, and lay the same before the Marine Committee for their approbation; which being obtained, that the said agents be directed to pay to the officers and men of the *Andrew Doria,* one half of what may be estimated to be due to them:

That the said agents be farther directed to make an estimate of the stores and prizes taken by the fleet, commanded by Commodore Hopkins, and brought from Providence, and lay the same before the Marine Committee for approbation, as aforesaid, and pay to the officers and men entitled thereto, one half of what may be estimated to be due to them.

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[1] Ford, ed., *JCC,* V, 847.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY [1]

In Council of Safety,

[Philadelphia] October 4th, 1776.

Resolved, That the Ship *Montgomery,* belonging to this State, be brought up & exchange her present cannon (18 pounders) and take Sixteen Twelve pounders, and that Capt. [Joseph] Blewer & Capt. [Francis] Gurney be directed to procure proper Carriages for said 12 Pounders, and attend Particularly to their being fitted and put on board said Ship.

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[1] *Pennsylvania Colonial Records,* X, 741.

AFFIDAVIT OF JOHN FINLEY AND OTHERS [1]

Alexandria, the 4th October 1776.

On Tuesday the 23rd of July last, we, the subscribers, set off from this place with intention to see the enemy's ships, which we were informed were proceeding up Patowmack, and arrived opposite them at Sandy-Point, in Maryland, about half an hour past 6 o'clock in the evening, where we found a body of militia stationed, who informed us there were more men a little lower down the river, to whom we immediately went, and were by them told that col. [William] Harrison, with a detachment of 25 men, was gone down to prevent the enemy's taking off capt. [Robert] Conway's boats, by means of a gondola and armed schooner, which had left the ships for that purpose, as was conceived. We saw the *Roebuck* under way turning down, and firing now and then across the field, between the detachment and main body, and heard other great guns, which we supposed were from the gondola and armed schooner. We returned to the main body where we immediately heard a brisk firing of small arms and swivels, which was thought to be an engagement betwixt the detachment and the enemy. We think about sixteen cannon were fired in the whole. The men appeared to be all drawn up ready with their arms, and during the firing seemed in good spirits, and we heard several of them ask if they might not to go to the assistance of the detachment. We saw, nor discovered, nothing like cowardice; but on the contrary, a willing spirit seemed generally to prevail.

John Finley, William Hunter, James Lawrason.

Sworn before me, William Ramsay, J.P.

(Copy.)

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[1] *Maryland Gazette*, November 7, 1776.

Captain George Cook to the Maryland Council of Safety [1]

Gentlen Ship of Warr *Defence* at Sea October 4th 1776.

I have the pleasure to inform you by Capt Brown whom I've sent Prize Master of a Snow belonging to Glasgow from the bay of Hondoras Loaded with Mahogany & some logg wood bound to Cork which we this morning made a Prize of,[2] at the same time took a Sloop from St Augustine bound to Liverpool she had no Cargoe on Board except a little Indico. – Their papers with a large packett of letters belonging to the Sloop you'l receive p: Mr Walker who I've made Prize Master

I'm inform'd by Capt Bolton Master of the Snow that he was Boarded by a boat belonging to a 22 Gunn Ship the first of this Instant, who enquired of him if the Jamaca fleet had sail'd. he likewise says there was another ship of 24 Gunns the names of either he does not Remember – We are also informed by two Passengers from the Sloop that the *Otter*, Squires [Matthew Squire], & Tender, the Schooner *Hinchenbrook*, Elliss [Alexander Ellis], and three small Schooners with 4 & 6 Gunns are Stationed of[f] St Augustine the *Cherokee* of Six 4 Pounders the *Raven* of Sixteen 6 pounders and the *Sphynx* of Twenty 9 Pounders Stationed off Coxspur in Georgia which is all the intelligence I have got at Present. Our Ship's Company is all hearty & in high Spiritts I have the Honor to be Gentl [&c.]

Geo: Cook

N. B. The two Passengers above mentioned I've sent in the Sloop, & am in hopes they'll be able to give you some satisfactory Intelligence G. C.

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[1] Red Book, XI, Md. Arch.

[2] The brig *Georgia*.

Journal of the South Carolina General Assembly[1]

[Charleston] Friday the 4th Day of October 1776

The House proceeded to a Third Reading of a Bill for establishing a Board of Commissioners to superintend and direct the naval affairs of the State of South Carolina

But it appearing upon Reading the First Clause of the Bill that the Honourable the Legislative Council had struck out the name of one of the Commissioners who had been ballotted for by this House and inserted the name of another Gentleman in Stead,

Resolved That this House will immediately proceed to ballot for another Commissioner

The House proceeded to ballot accordingly

And the Ballots being reckoned

Mr Speaker reported That George Smith Esquire had the Majority of Votes

Ordered That the name inserted in the Bill by the Legislative Council be struck out and that the Name of George Smith Esquire be inserted instead thereof

Which being done accordingly

The Bill for establishing a Board of Commissioners to superintend and direct the naval affairs of the State of South Carolina was read a Third Time

Resolved That the Bill to do pass and that the Title be "an Act"

Ordered That Mr Thomas Waring and Mr Keating Simons do carry the Bill to the Legislative Council for their Concurrence

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1. Salley, ed., *South Carolina General Assembly Journals,* 79–80.

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5 Oct.

The Freeman's Journal, SATURDAY, OCTOBER 5, 1776

Portsmouth, October 5, 1776.

Yesterday arrived here the Brigantine *Marquis of Kildare,* Capt. Thomas Palmer, in 7 Weeks from Bourdeaux, with a Cargo of military stores, &c. He informs us the French treated him with the utmost kindness, and seem'd ready to do every thing in their power to serve him; that the Custom-House officers permitted the American vessels to pass without examination, while the English, were all searched.

The 1st Instant, arrived at Falmouth, Casco-Bay, a sloop from Halifax, commanded by one Patten, and taken off Narraguagus river, by Capt. Joshua Stone, in the *Retrieve* privateer, fitted out from Falmouth.

INFORMATION FROM OWNERS OF THE MASSACHUSETTS PRIVATEER SCHOONER *Speedwell*[1]

On tues[da]y the 1st day of October Inst, the Privateer Schooner, from Boston (the day before) named the *Speedwell,* took a Snow from London, which Sail'd last July in Company with Twenty four top Sail Vessels, bound to Boston: but finding the Harbor evacuated Steer'd off; and by the information of the Mate of the above prize Snow,[2] the fleet are now hovering about Nantucket, not knowing where to go, 'till they get orders from New York: as they sign'd Bills of Lading for Boston. — This Sign'd by part of the Proprietors of the said Privateer *Speedwell* Commanded by Capt Jno Greely, this 5th day of October 1776[3]

Tho^{s} Hichborn Jur Jam^{s} Swan P: Parkman

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1. Mass. Arch., vol. 165, 329.

2. The snow *St. George,* 120 tons, Benjamin Bidgood, master, sent into Marblehead October 4, 1776, *Independent Chronicle,* Boston, October 10 and October 24, 1776.
3. On the strength of this information, the Massachusetts Council ordered the state naval vessels to "proceed towards Nantucket in order to fall in with the abovementioned fleet." Mass. Arch., vol. 165, 330.

Governor Nicholas Cooke to Governor Jonathan Trumbull, Lebanon [1]

Sir, – Providence, October 5th, 1776.

I am to acknowledge the favour of your Honor's letter of the 1st instant, and to inform you that I laid it before the committee appointed to act in the recess of the General Assembly, who also conferred with Commodore Hopkins, and Mr. [Aaron] Burr upon your plan of an expedition to Long Island.

The committee upon the information and advice of Mr. [Stephen] Hopkins, a member of the General Congress, had countermanded their order for the marching of Col. [William] Richmond's regiment to New York, and had given permission to the men to enlist on board the Continental vessels fitting from this State. But anxious to do everything in their power to serve the general cause have, in consequence of the conference above mentioned, issued new orders to Col. Richmond to march with such of his regiment as shall not engage in the Continental vessels to proceed to New London on Friday next, and then to follow such orders as he shall receive from a general officer to be appointed by General Washington. They have also directed Mr. Bowler to send forward the whaleboats from the Massachusetts by that regiment, together with such as he can collect in this State, which will be between twenty and thirty. They have also ordered the two Row Gallies of this State to New London to strengthen the naval force as much as possible.[2] The Row Gallies are to be under the direction of Commodore Hopkins, who will write you by this express, and to whom I beg leave to refer you for an account of the forwardness of the Continental vessels in this State. This letter will be delivered you by Mr. Jonathan Hazard, a member of the General Assembly, whom I beg leave to recommend to your Honor's attention. I am, with great esteem and respect, Sir, [&c.]

Nich^s Cooke

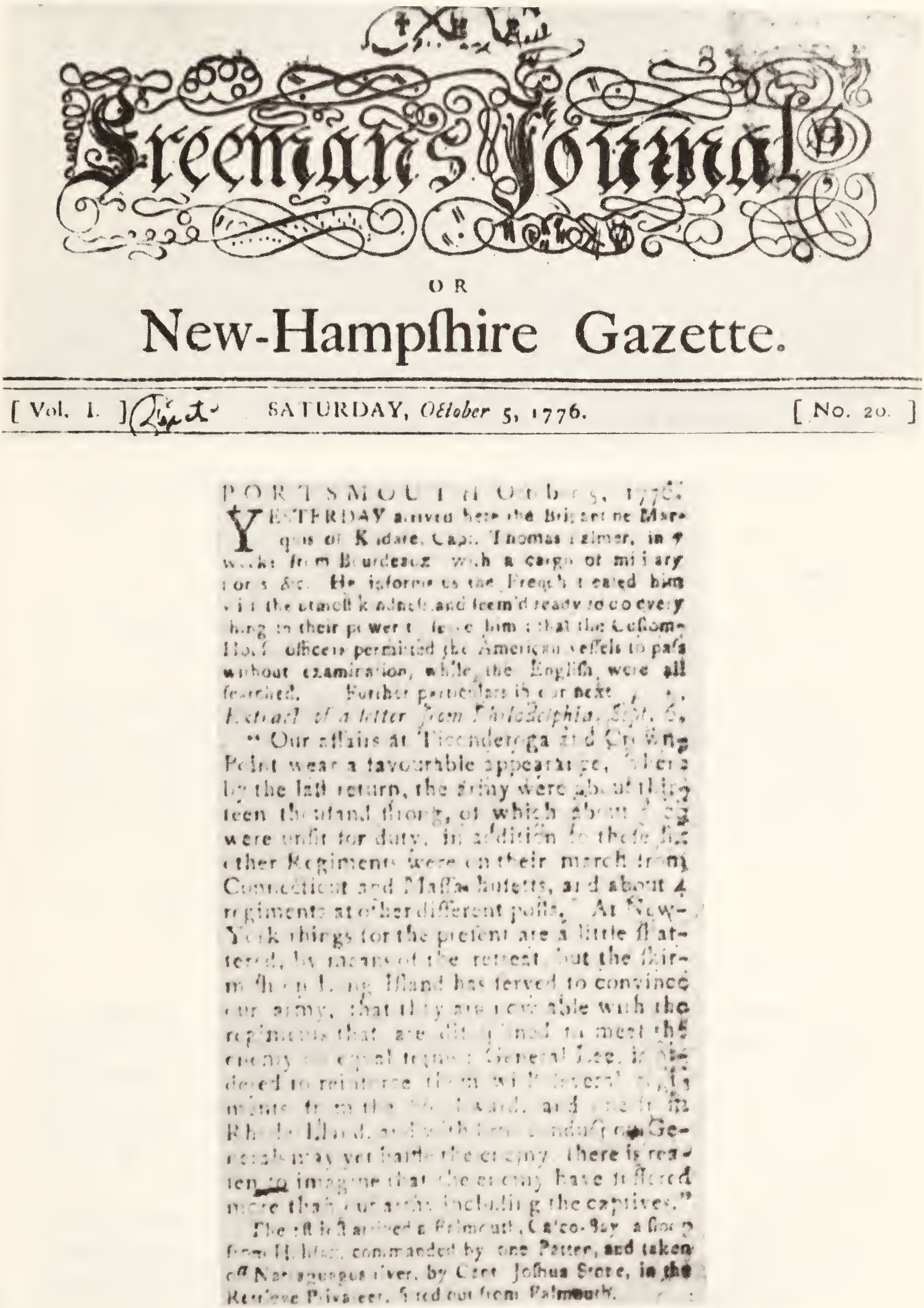
1. *Collections of the Rhode Island Historical Society,* VI, 173, 174.
2. *Ibid.,* 171, 172.

Commodore Esek Hopkins to Governor Jonathan Trumbull[1]

Sir Providence October 5th 1776

I receivd yours of the 1st & 3rd of this Instant, and have laid them before the Governor & Council, and they have passed the inclosed Resolves – .

The *Alfred* and *Hamden* are ready – the two new Frigates I expect will be ready in about a week if they can be mann'd, which none of the four are half at present – .



Freeman's Journal

OR

New-Hampſhire Gazette.

[Vol. I.] Sept. SATURDAY, *October* 5, 1776. [No. 20.]

PORTSMOUTH, October 5, 1776.

YESTERDAY arrived here the Brigantine Marquis of Kildare, Capt. Thomas Palmer, in 7 weeks from Bourdeaux, with a cargo of military stores &c. He informs us the French treated him with the utmoſt kindneſs, and ſeem'd ready to do every thing in their power to ſerve him; that the Cuſtom-Houſe officers permitted the American veſſels to paſs without examination, while the Engliſh were all ſearched. Further particulars in our next.

Extract of a letter from Philadelphia, Sept. 6.

"Our affairs at Ticonderoga and Crown-Point wear a favourable appearance, where by the laſt return, the army were about thirteen thouſand ſtrong, of which about [illegible] were unfit for duty. In addition to theſe ſix other Regiments were on their march from Connecticut and Maſſachuſetts, and about 4 regiments at other different poſts. At New-York things for the preſent are a little ſhattered, by means of the retreat, but the ſkirmiſh on Long-Iſland has ſerved to convince our army, that they are now able with the regiments that are daily joined to meet the enemy on equal terms; General Lee, is ordered to reinforce them with ſeveral regiments from the Southward, and one from Rhode-Iſland, and with ſuch conduct our Generals may yet baffle the enemy. There is reaſon to imagine that the enemy have ſuffered more than our army, including the captives."

The 18th inſt. arrived at Falmouth, Caſco-Bay, a ſloop from Halifax, commanded by one Patter, and taken off Narraguagus river, by Capt. Joſhua Stone, in the Retrieve Privateer, fitted out from Falmouth.

I shall do all in my power to forward your Expedition, and join your Fleet when ever you give Orders so to do at New London – but expect you will Excuse me to the Congress for not putting their Orders in Execution with respect to some of the Fleet – I am with great Respect Sir [&c.]

E H

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1. Hopkins Letter Book, RIHS.

Commodore Esek Hopkins to John Bradford[1]

Sir Providence October 5th 1776 –

Captn Whipple shew'd me a Letter from you respecting the Agency of the People belonging to the Fleet – This is therefore to Impower you to act as their Agent untill further Orders, although you are a total Stranger, any otherwise than being appointed by the honorable Continental Congress. We think it a Sufficient Recommendation to Impower you to act as our Agent as Long as you act to our Satisfaction –

In behalf of the Officers and Men in the Navy, I am Sir [&c.]

E H

To Mr John Bradford Agent for the Continental Fleet at Boston

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1. Hopkins Letter Book, RIHS.

"A Letter from a Gentleman, at Providence . . . dated October 5th" [1]

The two Continental Frigates here have fallen down, got their Guns, and will be ready to sail in 10 Days. One carries twelve 18-Pounders, fourteen 12-do. eight 9-do. the whole 32. The other, twenty-eight Guns. – Their Names are, the *Warren,* and *Providence.* – Capt. [John Burroughs] Hopkins, commands one, and [Abraham] Whipple, the other.

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1. *Independent Chronicle,* Boston, October 10, 1776.

Providence Gazette, Saturday, October 5, 1776

Providence, October 5.

On Sunday last Capt. Gideon Crawford arrived here from Nantz, in France, after a Passage of eight Weeks. He informs that great warlike Preparations continue to be made in that Kingdom, where every Kind of Indulgence is shewn to American Vessels. He also advises, that he saw an Account in a French Paper of the *Marlborough,* a 90 Gun Ship, being blown up at Plymouth some Time in July last, and that great Part of the Crew perished.[1]

The same Day arrived here, from a successful Cruize, the Ship *Columbus,* Captain Abraham W[h]ipple, in the Service of the United States, having taken four Prizes, viz. a Brig from St. Croix, bound to Scotland, with 265 Hogsheads of Rum, 1 Tierce and 12 Barrels of Sugar; a Ship from

St. Christophers, bound to London, with 291 Hogsheads, 59 Tierces, 23 Barrels and 12 Kilderkins of Sugar, and 15 Hogsheads and 3 Barrels of Rum; a Ship from Grenada, bound to London, with 300 Hogsheads of Sugar, 57 Hogsheads of Rum, 1 Pipe and 2 Hogsheads of Wine, and some Cotton; and a Brig from Montserrat, bound to Cork, with 218 Hogsheads of Rum. Two of the above Prizes are arrived at the Eastward.[2]

Capt. John Field, in the Privateer *Joseph,* of this Place, has taken a Schooner, bound from Nevis to London, laden with Sugar and Rum: And Capt. [Thomas] Child, in the Privateer *Industry,* likewise of this Place, has taken a Brig from Antigua, bound to Ireland, having on board Sugar and Rum. Both the above Prizes are arrived in Port.[3]

It is reported that five or six Sail of Provision Vessels, bound to New-York, have been taken by some Privateers, and carried in at the Eastward.

1. Brig *Happy Return.* Captain Crawford's account of H. M. S. *Marlborough* had no basis in fact.
2. The prizes *Royal Exchange* and *Lord Lifford* arrived at Boston; the other two were recaptured.
3. The schooner *Sally* and brigantine *Minerva* respectively. *Providence Gazette,* October 12, 1776 carried the libel notices.

Journal of Lieutenant William Digby[1]

October 5. Went up to our corps at Riviere-la-Cole,[2] after remaining with my friends of the 31 regiment till I recovered sufficient strength. I sailed up in a raddoux vessel carrying six 9 pounders, commanded by captain [Edward] Longcraft, who shewed me every civility in his power. The floating Battery, *Maria,* and *Carlton* sailed with us, & our little voyage was pleasant, the day being fine, & the Lake now turning very broad. General Burgoyne was on board the *Maria,* who ran aground on a bank, but was towed off without any damage. The vessels were all cleared & ready for action, waiting only for the *Inflexible,* our largest vessel which was shortly expected up.

1. Digby's Journal, BM.
2. Rivière la Colle.

Diary of Joshua Pell, Jr.[1]

5th October our Squadron sail'd from the River La Cole, same day arrived the *Inflexible,* a 20 Gun Ship, the largest then ever known on the Lakes.

1. "Diary of Joshua Pell, Jr.," *Magazine of American History,* II, 46.

Journal of Lieutenant Colonel Stephen Kemble[1]

[New York] Saturday, Oct. 5th.

The *Roebuck* and *Phenix* lay off Bloomingdale waiting a Wind to proceed up the River. Three Rebel Vessels are seen lying between Forts Washington and Constitution,[2] the first on this Island, the other on Jersey, Shore; the Vessels not above five Miles asunder.[3]

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1. "The Kemble Papers," *Collections of the New-York Historical Society for the Year 1883*, I, 92.
2. This was Fort Lee; Fort Constitution being farther up the river.
3. The second attempt by Bushnell's submarine was probably made at this time. See Appendix B.

DIARY OF LIEUTENANT JABEZ FITCH[1]

[On board the Prison Snow *Mentor*]

[Off New York] Saturd: the 5th: [October] Was a very Cold uncomfortable morning, we had our Chocalet Earlyer than Usual, after which I spent some Time in walking the Deck. I then went below and did some writing.

At about 10 oClock the Prisoners on board the *Argo* were Landed, soon after which, we were Direct ed to have our Bagage &c Ready to Land Early Tomorrow Morning; We Observ'd a Considrable number of Horse Landed again this Day; The Seamen spent most of the Day in overhalling the Hold, they Hoisted out a great number of Water Butts &c. which clutter'd the Deck in a prodigous manner, which greatly Disaccomodated us above, as well as below; About Noon some of our People had some small Stores came on board, by the Snows Boat; The Night following some of our People met with some peculiar Insults from the Centrys when they attempted to go on Deck, for Necessity, this we were afterward Inform'd was occasioned by a fals Report, that some Officer on board, had an Intention to make his Escape.

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1. Sabine, ed., *Fitch's Diary*, 53–54.

JOURNAL OF THE NEW YORK PROVINCIAL CONVENTION[1]

[Fishkill] Die Sabbati, 9 ho. A. M.
Octor. 5th, 1776.

A letter from Tench Tilghman to Wm. Duer, Esqr. dated the 3d inst. was read, a part whereof is in the words following, to wit:

> Capt. Cook is now up the river cutting timber for chevaux-de-frise; as he is much wanted here to sink the old vessels, the General begs that you would immediately send him down; we are at a stand for want of him, for as he has superintended the matter from the beginning, he best knows the properest places to be obstructed.

Ordered, That a certified copy of the above part of Mr. Tilghman's letter [be] immediately despatched to Capt. Cooke.

A letter from Capt. Samuel Tudor, one of the superintendents of the Continental frigates building at Poughkeepsie, was read, and is in the words following, to wit:

Poughkeepsie, 2nd, Octr. 1776.

Gentlemen – The bearer, Mr. McEuen, is employed in the yard as plumber to the ships; his business is obliged to stop for the want of lead, which we cannot procure for him. We are informed there is a quantity at Fishkill under your direction and disposal; beg it as a particular favour you would furnish him with such quantity as he may want, with all expedition, as our orders from the commissioners are to put the ships in the water as soon as possible. We are with respect, gentlemen [&c.]

Saml. Tudor.

Peter R. Livingston, Esqr.

Malcom McEuen, the bearer, was called in and interrogated as to the lead necessary for the said frigates, and withdrew.

Ordered, That Mr. Danl. Bush be and he is hereby directed to deliver to Nathl. Sacket, Esqr. all the lead in his possession belonging to this State, taking a receipt for the same; and that this Convention will justify him in the execution thereof.

Ordered, That Nathl. Sacket, Esqr. deliver to the bearer hereof, Mr. Malcom McEuen, for the use of the Convention for the Continental frigates building at Poughkeepsie, two tons of lead, and that he take Mr. McEuen's receipt for the same, to be charged to Continental account.

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1. *New York Provincial Congress,* I, 661, 662, 663.

"An Act for establishing a Court of Admiralty and Custom-Houses within the State of New-Jersey." [1]

Be it Enacted by the Council and General Assembly of this State, and it is hereby Enacted by the Authority of the same, That it shall and may be lawful for the Governor or Commander in Chief for the Time being, with the Consent of the Council, any three whereof to be a Quorum, to establish, by Ordinance or Commission, a Court of Admiralty; and also such and so many Custom-Houses, with their necessary Officers, to be commissioned by the Governor or Commander in Chief for the Time being, as to the said Commander in Chief and Council shall appear expedient and necessary; provided, that this Act shall be and continue in Force for one Year, and from thence to the End of the next Session of General Assembly, and no longer. Passed at Princeton, October 5, 1776.

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1. *Acts of the General Assembly of the State of New-Jersey, at a Session begun at Princeton on the 27th Day of August 1776, and continued by Adjournments* (Burlington, 1777), 7–8.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] October 5th, 1776.

A Commission granted for Wm. Connell, Comman'r of Schooner *Gen'l Thomson,* 6 Carriage Guns, 12 Men, 40 Tons, Own'd by Edmund Beach & Co.

[1] *Pennsylvania Colonial Records,* X, 742, 743.

JOURNAL OF THE MARYLAND CONVENTION[1]

[Annapolis] Saturday, October 5, 1776.

On motion of Mr. T. Ringgold, Resolved, That the Council of Safety fit and load the schooner *Resolution* and send her out on a voyage to sea at the expence and risque of this state, the former order of this Convention to the contrary notwithstanding.[2]

[1] *Maryland Convention,* 32, 33.

[2] Cargo of *Resolution* was tobacco, flour and bread. Maryland Council of Safety to Jesse Hollingsworth, October 5, Council of Safety Letter Book, No. 1, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO LUX & BOWLY[1]

No 202.

Gentn We have recd yr favor of the 1st inst and provided you will engage to begin making the cordage for the armed vessells within ten days from this Time & will continue in that business 'till a Sufficient Qty is Supply'd, we desire you will immediately come down, & contract with us for it – if you Cannot; – be pleased to Signify it to us by the first Safe Opportunity. [Annapolis] Octr 5th 1776

[1] Council of Safety Letter Book, No. 1, Md. Arch.

ADVERTISEMENT OF SALE OF THE PRIZE SHIP *Caroline* AT CHINCOTEAGUE, VIRGINIA[1]

Williamsburg, October 5, 1776.

By virtue of a decree of the hon. court of admiralty of this state, will be sold at public vendue, for ready money, on Monday the 21st instant, at the house of Mrs. Watts, on Chingoteague,

The Ship *Caroline,* of London, lately made a prize by the *Harlequin* privateer, capt. [William] Woolsey, of Baltimore, with her sails, rigging, and materials, being about 200 tons burthen, plantation built, about six years old, but, having been stranded on the coast of England, has been since rebuilt, and her keel, stern and stern-post, many of her futtocks and floor timbers of English oak; she is supposed to be equal, if not superior, to a new American built vessel. An inventory of her sails, rigging, and materials, may be seen at the subscribers, or on board said ship. – At the same time will be sold part of her cargo, consisting of choice Muscavado sugars and rum, shipped on board said ship from Jamaica for the London market. And on the following day will commence the sale of the residue of the cargo, consisting of 400 hogsheads of sugar, and 117 puncheons of rum, at Pitt's landing on Pocomoke river, in Chesapeake bay, which lies convenient for transportation to any part of Virginia, Maryland, or Philadelphia markets, and will continue until the whole is disposed of.

Ben Powell, marshal.

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1. *Maryland Gazette,* October 17, 1776; also in the *Pennsylvania Gazette,* October 16, 1776.

MASTER'S LOG OF H. M. ARMED VESSEL *Cherokee,* LIEUTENANT JOHN FERGUSSON [1]

October 1776 St John's Inlet No 70.00 Wt distance 8 Leagues

Friday 4 at 5 AM out 3d reefs of the Topsails at 6 the *Raven* in Sight at 7 Wore Ship Sounded in 17 ffm at 9 Out reefs Topsails and set Top gallt sails at 10 Wore Ship the *Raven* in Sight

Mode breezes and Cloudy Wear at 8 PM Lost sight of the *Raven* Sounded in the Night from 15 to 13 ffm

Saturday 5th at 6 AM Saw the Land from SW to WNW Do saw the *Raven* and two Ships running in for the Land ½ pt 9 Anchd in St Augustine bay wth the Bt Br in 10 ffm Veered to ½ a Cable found riding here His Majs Ships *Lively Raven* and *Otter* Sloops and the Snow *Elizabeth* Transport Mr Figtree Mastr and His Majys Schooners *St Lawrence* & *St John* Lying in St Augustine Harbour at 11 weighed and ran further in Shore at Noon Anchd wth Bt Bowr in 10 ffm Veered to ½ a Cable

The most part fresh Gales and Squally Do rec'd from the *Raven* 60 pds of fresh beef at 5 Do veered to a whole Cable

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1. PRO, Admiralty 52/1662.

6 Oct. (Sunday)

MASTER'S LOG OF H. M. S. *Juno*[1]

Octr 1776 Hopewell Isld NbE Dist. 30 leagues

Sunday 6th AM Sounded 103 fm fine Sand Tacked Ship At 7 Sounded 75 fm grey Sand & Small Stones. ½ pt 9 Out 2d & 3 reef Topsails & Set top Gallant Sails – at 12 Saw a Sail to the Eastwd

Mod. & hazy at 4 A Brig in Sight ENE 5 or 6 Miles at ½ pt 5 Set F. topMt Steering Sails, top Galt Sail, & Driver At 5 Sounded 65 fm Sandy bottom ½ pt 7 hauled down the Steerg Sails & Driver – at 9 the Brig in Sight Bearg ENE½E

5 or 6 Miles At 10 lost Sight of the Chace ½ pt discovered her At 11 Bore up & Set the fore top Mt Steering Sail at 12 spoke the Chace & found her to be the *Diana* Brig loaden wt provisions bound for New York but taken by the *Hawk* rebel privateer 15 or 16 Days pt[2] Sent a petty Officer & 5 Men to take Charge of her – Brought on bd 5 of the privateers Men

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1. PRO, Admiralty 52/1811.
2. Brig *Dinah* which had been captured by the Massachusetts privateer schooner *Hawke,* Captain John Lee, Vice Admiralty Register, vol. 5, 1769–1777, N. S. Arch.

Major General Artemas Ward to George Washington [1]

Sir Boston 6 October 1776.

Yesterday I received from Mr Glover, Agent at Marblehead, a Box of broad Swords, which he lately found in the Scotch Ship *Ann,* that was taken some time since. Also received from Mr Bradford, Agent for Continental Prizes, the inclosed Invoice, of articles which he has in his hands. The reason he gave for delaying it so long, was, the Plaids were infested with the small pox and he thought it necessary to cleanse and air them considerable time before they were used. I am Your Excellency's [&c.]

Artemas Ward

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1. Washington Papers, LC.

Lieutenant Thomas Quigley to Thomas Randall [1]

On board the [*General*] *Putnam,* Cranberry,
Sir – Oct. 6, 1776.

I received yours of the 1st of October, in which you advise me to keep a good look out for the enemy's vessels. You may depend there shall none of them pass us through our negligence; we have seen three since my last to you, the first, a large snow, which we chased within sight of the Hook, but two of the enemy's vessels, tenders, coming out of the Hook, was obliged to give over the chase and return. The second, a brig, we took to be a transport, which we likewise chased some hours off Cranberry inlet, but being in sight of four other vessels, and one of them, a frigate, who gave us chase, we were obliged to run in again. The third, a hermaphrodite, but the wind blowing hard at northeast, could not get out to her. I have thought fit to send Mr. Little to you to be informed what we are to do for provision, it being very near out; we have, since the captain went away, broached one barrel of beef and one of bread entirely spoiled, and at this time there is not above three days' meat on board the vessel. We have not above four foremast men that is able to stand their watch upon deck for want of shoes and other clothing; therefore they beg you would endeavour to give us some speedy relief, either by sending us some money or otherwise as you shall think most expeditious. I had a letter from the captain of the same date as yours, but he has not mentioned any certain time of his being on board, which makes me conclude that it will not be very soon, as he is no great starter. I am, sir [&c.]

Thomas Quigley.

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1. *New York Provincial Congress,* II, 321.

7 Oct.

Power of Attorney Granted by the Officers and Crew of H. M. S. *Liverpool*[1]

[Extract]

Know all men by these presents That we the Officers and Major Part of the Company of his Majestys Ship *Liverpool* Have constituted Ordained and made and in our Stead and place put, and by these presents do Constitute Ordain and make and in our Stead and place put Capt Henry Bellew of the said Ship and Mr George Sherry of the *Eagle* our agents for all Such Prize or Prizes as shall have been sent or may hereafter be sent by us to the Port of New York. To be our true Sufficient and Lawful Attorneys as aforesaid for us and in our Names and Stead and to our use to ask demand Levy Recover and Receive of and from all and every Person or Persons whomsoever the same Shall and may concern all and Singular Sum and Sums of money Debts Goods Wares Merchandize Effects and things Whatsoever and wheresoever they shall and may be found due owing payable belonging and coming unto our Constituants by any ways and means Whatsoever nothing excepted or reserved. Giving and hereby Granting unto our said attorneys our full and whole strength Power and Authority in and about the Premisses; and to take and use all due means Course and Process in the Law for the Obtaining and Recovering the same and of Recoveries and Receipts thereof; in our Names to make Seal, and Execute due Acquittances and discharges: and for the Premisses to appear, & the Persons of us the Constituants to Represent before any Governor Judges, Justices, Officers, and ministers of the Law whatsoever, in any Court or Courts of Judicature and there on our behalf to Answer Defend and Reply unto all actions Causes Matters and things Whatsoever relating to the Premisses with full Power to Make and Substitute one or more Attorneys under our said attornies and the same again at pleasure to Revoke. And generally to say Do Act Transact Deliv[er] Accomplish and Finish all Matters and Things Whatsoever relating to the Premisses as Fully, Amply and Effectually to all Intents and Purposes as we the Said Constituants ought or might or Could Personally, altho. the matter should require more Special authority than is herein Comprised We the said Constituants Ratifying, allowing and holding firm and Valid all and whatsoever our said attornies or their Substitutes shall Lawfully Do or Cause to be done in and about the Premisses by Virtue of these Presents. In

Witness whereof We have hereunto set our hands and Seals the seventh day of October Annoque Domini 1776 in the Sixteenth year of his Majestys Reign

Signed Sealed and delivered
in the Presence of us

Henry Bellew
W^{m} Hammings 1st Lt
B Christian 2d do
Rob^{t} Watson Masr
David Pattullo Bos
Jn^{o} Dixon Gunr
W^{m} Harman Lt Mars.
Hugh Goold –

J^{h} Walker Mr Mt
John Draper Mar Mt
A Turnour Mid
J Gwathin Mid
P King Mid
Nc Ps Rothery Clk
[and 85 seamen, landsmen, boys and marines]

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1. Vice Admiralty Records, Register of Letters of Agency, 1776–1781, N. S. Arch.

John Langdon to Robert Morris[1]

Sir Portsmouth October 7th 1776 –

Your favour of the 5th Ult. came to hand a few days since on the receipt of which I immediately made strict enquiry for Duck & other Cloth suitable for Soldiers Tents but not a single Bolt was to be had in this State, what few ther was to be had some Time since I bought to compleat the first suit of Sails for the Frigate *Raleigh* am now much in want of about seventy Bolts of heavy Canvas to Compleat her second Suit for which I hope to have an order on the Agent at Providence who I hear has some belonging to the States. – I have now the pleasure to inform you that Yesterday the *Marquis of Kildare* (which I sent to France with Lumber &c (on the accot of the States) arrived from Bourdeaux which place she left the 15th August & Cap [Thomas] Palmer who commands the Brig says that on the 17th Septemr in Lattitude 39.20 N, Longitude 46.12 W fell in with Twenty three Sail Ships three of which he took to be Men of War the rest Transports it being thick Weather was within Gun shot of them before he discovered them; one of the men of War bore down upon them, upon which he & also the Passengers (who were two) on board threw their Letters Overboard not thinking they had the least chance of escape but it luckily came on verry thick & blew fresh Gale by which he got clear. There was a large Packett for [*sic* from] Mr Deane which was done up in Lead for the purpose Destroyed, & even my Letter with Invoice from the House of S & J H Delap suffered the same Fate, have no other papers than a receipt from the House of the Delivery of the Cargo & Copy of the Bill of Ladeing of the Goods Shipt; shall have Duplicates by Severall Vessels who were to Sail soon, of which are the following. The Schooner *Wm* Joshua Bunker to Sail in four or five Days after Palmer for Providence the Sloop *Mary* Samuel Morgan to sail in four or five days for the Continent; Sloop *Samuel* James Hutchins to sail in 10 or 15 Days Sloop *Lucretia* Jacob Surly for new York 20

Days the Cap & Passengers give very pleasing accot of Matters the French Ports all open for every sort of Merchandize from America, all high in favour of the Continent. Cap Palmer was in Company with Mr Dean at Bourdeaux who spoke very highly of the Treatment he received there; the Cap. understood that Mr Dean was offered a Million Sterling on the Credit of the Continent before he left Bourdeaux for Paris to which place he was gone when Palmer came away. Capt Palmer has made verry pretty Freight for the Cargo he carried out which amounted only to about Eight Hundred Pounds Lawful Money first cost here haveing bro't the following Articles on Cargo (tho' he came away without compleating the Sales leaving it with the House of Messrs Delap what was on hand) — Vizt 5000 wt Powder 250 small Arms, One hundred Thousand flints, upwards of four Thousand Yards of small Canvas 400 or 500 Jackerats 100 Knapsacks 100 Legings 80 large Ruggs 2 small Bales woolings one Bale Linnen not yet opened, and Ten Tons of Lead, The Powder only will pay cost of Cargo with all charges and hire of Vessel, no doubt it will be agreeable to the Honle Secret Committee that I should reserve such things as may be wanting for the Frigate such as the Powder about fifty or a hundred of the Musquetts some Flints Lead some of the small Canvas which together with that I hope will be immediately ordered from Providence will compleat the second Suit of Sails the Ruggs & Blanketts cannot be done without on board Ship The rest of small Canvass which is very suitable for Tents, can be spared & sent as soon as I receive orders for that or any other part of her Cargo the Masts & Oak plank sold verry well, as the Cap. says some were disposed off before he came away I mentioned to the Honble Committee severall Times that Masts are to be had here which together with other things would make a Good Cargo for France or Spain & pay the Greatest Freight by far of any thing I know of upon the Continent which may be seen by this Brigs Cargo which made the Freight of One Thousand pounds Sterling out & as much (nearly) home on about 800 £ Lawf[ul] money cost of Cargo should the Honle Committee see fit to send Vessel from hence with such a Cargo it may be done to advantage as one of these prize Ships might be purchased Low which would carry large Cargo of Masts & Lumber. I am with respect [&c.]

Jn° Langdon

1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

Boston Gazette, Monday, October 7, 1776

Watertown, October 7.

A Privateer belonging to Salem which arrived there last Thursday, fell in with the Fleet of twelve Sail, and was so closely pursued by the *Daphne,* that the Enemy fired musket balls into her; but by heaving over all her Guns, Water and Provisions, and by sawing down her upper Works they (bravely) escaped.[1]

We also hear that three more prizes have arrived at the Eastward, 2 laden with Fish, the other with Molasses.

We hear that Capt. [Jonathan] Greely in a Privateer belonging to Boston, who sailed from thence last Monday afternoon, sent into Marblehead last Friday a Prize Brig, laden with Pork and Beef.[2]

Saturday last a Sloop laden with Lumber, was sent into Boston by Capt. Waters. She was bound to New York from the Eastward[3] – Is it not astonishing there should still be such People among us, who would supply our Enemies to cut their own throats?

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1. Continental schooner *Lynch,* Captain John Ayres.
2. Snow *St. George,* Benjamin Bidgood, master, from England for New York.
3. Schooner *Sally,* Jesse Noble, master.

JOHN BRADFORD TO JOHN HANCOCK[1]

Dear Sir Boston 7th Octor 1776

I Beg leave to inform you that four prizes are lately sent into this State vizt. two to plimouth & two to this port by one Capt Paine of Charlestown South Carolina. he fitted his privateer at Providence on the Credit of the State of So Carolina but on Account (it is said) of the Continent, and on his return to that State found that port shut up by the Enemies Ships, if he belongs to the Continent shall esteem it a particular favour if I may Receive Orders from the Congress respecting this matter by as early an Oppertunity as may be, as the prizes will be sold in about three Weeks

The *Columbus* sent in a Brig a few days since to this port with 214 hhds Rum from Montserrat[2] [Daniel] Waters in the schoor *Lee* Return'd yesterday and bro in a small schooner with 49 hhds fish & 10 M Lumber[3] have no news of any of our Cruisers please to excuse Brevity the Bearer is Just going. I am [&c.]

J Bradford

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1. Society Collection, HSP.
2. The *Lord Lifford.*
3. The *Sally.*

THOMAS CUSHING TO THE CONTINENTAL MARINE COMMITTEE [1]

Gentlemen Boston Octr 7. 1776

I have received Your Favor of the 21 Sept last wherein I find The Congress have determined to Comply with the Wishes of our assembly with regard to the Ship Commanded by Capt McNeil[2] & have Authorised Me to Accept the proffered assistance of the said Assembly in fitting out Equipping arming and manning that Frigate; I have already received most of the Cannon & they will all be at Newbury port in a few days, I have agreable to your directions applyed to & obtained an order from this State for Powder Ball and musquet shot & such other Military Stores as the Ship may stand in need of, I shall do all in my power to have her Compleatly fitted for the Sea & hope she will be ready in a few days but must beg leave to remind your Honors that I have not as yet received the Commissions for the Officers and they will not Care to go to Sea till they are possessed of them least they should be deem'd Pirates, I hope they will be here in a few days otherways the Ship will wait for them. I shall also want a fresh supply of Cash immediately which please to forward by the very first opportunity. my former supply is quite exhausted. I remain with great respect Gentlemen [&c.]

Thomas Cushing

The Honble John Hancock Esqr
Robert Morris & others
Members of the Marine Committee

[1] Charles Roberts Autograph Collection, 722, Box 2, HCL.

[2] Frigate *Boston.*

"Extract of a letter from Boston, October 7." [1]

The prize taken by Captain [Jonathan] Greely and sent first into Marblehead is come round here,[2] she has brought papers to the middle of August, which give particular accounts of the Spaniard's invading the kingdom of Portugal and taking possession of several towns. The inference is plain — war is or must be declared.

The mate of a London ship brought up this evening by Capt. Atkins,[3] informs, that the ministry are so suspicious of plots and conspiracies being laid, that four persons dare not be seen conversing together in London, — they are immediately dispersed. A privateer is just arrived at Salem, after taking three prizes, one of which is loaded with dry goods to the amount of 37,000 l. sterling. This fine prize is not yet arrived. A day seldom passes without provision vessels, Jamaica-men or something being taken.

[1] *Pennsylvania Journal,* October 16, 1776.

[2] Snow *St. George* taken by Greely in Massachusetts privateer *Speedwell.*

[3] Ship *George* prize of Silas Atkins, Jr. in Massachusetts privateer *Boston.*

Governor Nicholas Cooke to Richard Derby, Jr.[1]

Sir, Providence October 7th 1776 —

Your Favour of the 24th ulto came to Hand when I was in the inoculating Hospital. As the Two Ships built here were nearly ready for the Sea, and there was a Prospect of their being soon manned none of their Guns could be spared. I however delayd returning you an Answer as it was proposed by some Gentlemen to lend Ten of the Guns belonging to the Forts in this State. But the Committee appointed to act in the Recess of the General Assembly which sat here on the 5th instant did not think proper to take such a Measure: And I am sorry to inform you that it is not in our Power to afford you any Cannon from this State. I am with great Regard [&c.]

Nich^s Cooke

P.S. The Water is so low that the Furnace is stopped.
[Endorsed] Copy Lre to Richd Derby Jr Octr 7th 1776 respecting Guns for a Continental Frigate

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1. Letters from the Governor, 1768–1777, vol. 2, R. I. Arch.

MASTER'S BOND FOR THE RHODE ISLAND BRIG *Victory* ON A VOYAGE TO HISPANIOLA [1]

Know all Men by these Presents, That *we Bartolemis Susaris of the Island of Hispaniola Mariner* as Principal, and *Paul Allen of Providence in the County of Providence in the State of Rhode Island and Providence Plantations* as Surety, are held and firmly bound unto the Governor and Company of the said State in the Sum of *Twelve Hundred* Pounds Lawful Money, to be paid to the said Governor and Company, for the Use of said State: To which Payment well and truly to be made, we bind ourselves, our Heirs, Executors and Administrators, and each of us and them, for and in the whole, jointly and severally, firmly by these Presents. Sealed with our Seals. Dated the *Seventh* Day of *October* in the Year of our Lord 177*6*

Now the Condition of this Obligation is such, That if the said *Bartolemis Susaris* who is Master of the *Brigg* called the *Victory* and now bound on a Voyage, with said *Brig* and her Cargo, to *the Island of Hispaniola* shall in all Things, during and respecting said Voyage, truly observe the Regulations made by the Most Honorable the Continental Congress, and this General Assembly, concerning Trade, and for securing the Observance of such Parts of the Association as are not inconsistent therewith, and shall, within Eighteen Months after the Departure of the said *Brigg* produce to Henry Ward, Esq; Intendant of Trade at Providence, in said State, or to his Successor in said Office, a Certificate from the proper Officers at the Port or Place where the Cargo of the said *Brigg* shall be delivered (provided it be within the United States, and proper Officers are appointed) or otherwise under the Hands and Seals of three or more reputable Merchants residing there, that the same was there unladed, then this Obligation shall be void, or else in full Force.

Sealed and delivered
in the Presence of
Jon^{a} Jenkins Junr
William Mumford

B. ssusaris
Paul Allen

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1. Maritime Papers, Bonds, Masters of Vessels, R. I. Arch. This is a printed form, with the handwritten words in italics.

NARRATIVE OF CAPTAIN JOHN PAUL JONES[1]

[August 21 to October 7]

He left the Delaware the 21st of August, and arrived at Rhode Island on the 7th of October, 1776. Captain Jones had only seventy men when he sailed from the Delaware, and the *Providence* mounted only 12 four-pounders.

Near the latitude of Bermudas he had a very narrow escape from the enemy's frigate the *Solebay,* after a chase [and an engagement] for six hours within cannon-shot, and considerable part of that time within pistol-shot Afterwards, near the Isle of Sable, Captain Jones had a running fight with the enemy's frigate the *Milford;* and the firing between them lasted from ten in the morning till after sunset. The day after this rencontre, Captain Jones entered the harbour of Canso, where he recruited several men, took the tories' flags, destroyed all the fishery, burned the shipping, &c. and sailed again the next morning on an expedition against the Island of Madame. He made two descents at the principal ports of that island at the same time; surprised, burned, and destroyed all their shipping, and the fishery, though the place abounded with men, and they had arms. All this, from the Delaware to Rhode Island, was performed in six weeks and five days; in which time Captain Jones made sixteen prizes, besides a great number of small vessels and fishery which he destroyed

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1. Sands, ed., *Life and Correspondence of John Paul Jones,* 39–40.

Newport Mercury, Monday, October 7, 1776

Newport, October 7.

Last Thursday a prize brig, loaded with rum and sugar, went up the east passage; she was bound for Antigua for the British fleet and army at New-York, and taken by the privateer *Industry,* Captain Thomas Child, who had taken another large brig from Jamaica, loaded with sugar, mahogany and logwood, which, we hear, is safe arrived at the eastward.

The *Lady Washington* privateer, Capt James Godfrey, has sent a fine ship into a port in the Massachusett's State, loaded with 425 hogsheads of sugar, some rum, cotton, &c.

A ship loaded with dry goods, bound to Quebec, and taken by Capt. [Arthur] Crawford, went into a safe port yesterday; about the same time another ship from Jamaica, with sugar, rum, &c. taken by Capt [Abner] Coffin,[1] went into a secure harbour.

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[1] Crawford and Coffin commanded the *Hawke* and *Favourite* respectively.

Governor Jonathan Trumbull to the Committee of the Pay Table[1]

Gentlemen Lebanon Octor 7th 1776

Please to draw on the Treasurer of this State for the sum of forty five pounds money to be paid to Nathel Wales Jur Esqr to be by him improved in purchasing Gun Locks and procuring Guns – for the use of the Ship *Oliver Cromwell* in the service of this State & to render his account [&c.]

Jonth Trumbull

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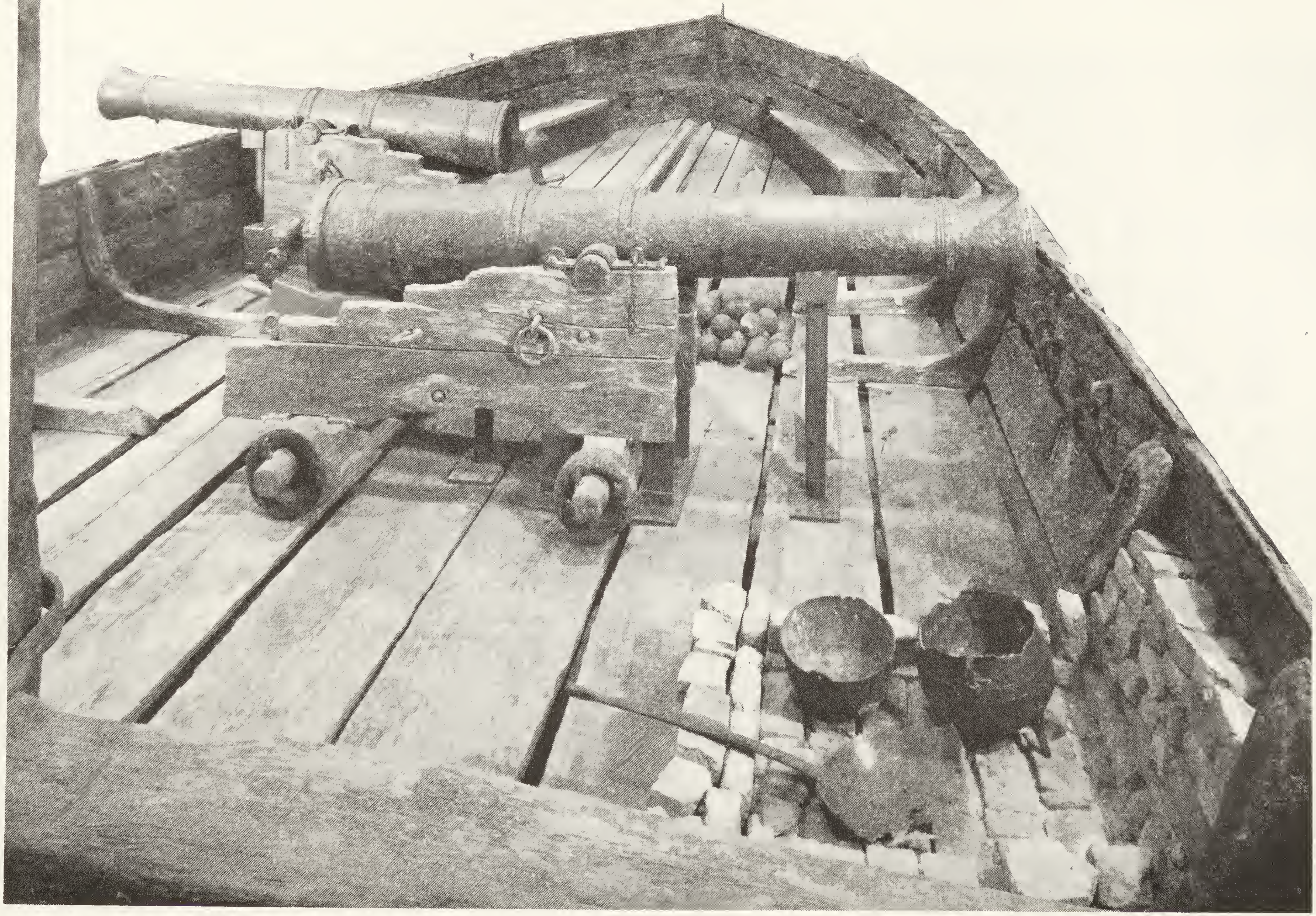
1. Conn. Arch., 1st Series, IX, 119a, ConnSL.



Looking Aft From Amidships, Continental Gunboat Philadelphia.

Jabez Huntington to Captain Joshua Huntington [1]

[Extract] Norwich Octo'r 7th 1776

Since I wrote you Capt. Harden [Seth Harding] is arived from his Cruise has taken two fine Ships one of them Safe arived at N L [New London] She is Loaded with Sugar, Rum Coffey and Cotton Supposed to be worth fifteen thousand pounds the Other prize is daily Expected; [Robert] Niles 2d Prize is not arived and Suppose is most Likely Taken your Brother obtaind so Little part of Mr. [Nathaniel] Shaws Privateer that he keeps it himself.

your Brig'e is Like to be fitted as a Letter of Mark and so proced on a Trading voige . . .

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[1] *Collections of the Connecticut Historical Society,* XX, 47.

Journal of Lieutenant William Digby [1]

7 October. The First-Brigade moved up to our post at Riviere-la-Cole, and ours went up to Point-au Faire, seven miles higher. The order for our proceeding on the Lake, was as follows. Three small boats in front of all, as a party of observation; our schooners and armed vessels in line of battle following; Gun boats carrying 24 or 12 pounders in their bow and maned by the Artillery. The battalion of Grenadiers in flat bottom boats, & in their rear, the remainder of the army in battows. One gun fired from a gun boat was a signal to form 8 boats abreast, and two guns a signal to form a line of boats, this had a pretty effect, as our men were all expert at rowing, having been ordered to practise frequently. This was the first intention of our crossing, but afterwards found not to answer so well, as our armed vessels and gun boats engaging theirs seperately, leaving the troops on land to wait the decision, as were any accident to happen to the armed vessels, the troops must be in a most hazardous situation, & little able to defend themselves with small arms against the cannon of the enemy.

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[1] Digby's Journal, BM.

Brigadier General Benedict Arnold to Major General Horatio Gates [1]

Dear General Valcouer Octr 7th 1776 –

I received your favour of the 2d Inst & Coppy of yours of the 23d Ulto yesterday by General Waterbury who arived with the Two Gallies about 2 oClock. – I fully expected by him, to have all the particulars of the Evacuating Long Island, & New York, He seems to know little of the Matter, & General Washingtons Letter seems not very explicit – the Affair of long Island, seems, still in Obscurity – I am Very Anxious for Our Army, & Friends. below Lord Hows, desiring a Conference, & Neglecting his Appointments, seems not very favourable It Appears to me our Troops, or Officers [*sic*], are Pannic Struck; or why does a hundred Thousand Men

Fly before, One quarter of their Numbers, is It possible my Country Men can be, callous to their wrongs. or hesitate one moment, between Slavery, or Death – what Advantage can we derive by blockadeing, the Enemy when, they Are in possission of a Part of the Country sufficient to support them. it appears to me Concise measures, should be Adopted – however, I will say no more, least I incur the Censure, we passed on their Councel last Spring for Judgeing too rashly of our measures – That Being, in whose hands are all human Events will doubtless turn the Scale in favour of the Just. & opprised –

Nothing worth Notice has Occurred in this quarter since my last, the weather is very severe here, & Gales of wind freq[u]ent. If the Enemy do not make their apperance by the Middle of this Month I have thought of returning to Button Mold Bay – as I think they will not pretend to Cross the Lake after that Time, we are prepared for them at all Times & If they attempt Crossing the Lake, I make No Doubt of giveing a good Accot of them – I am Dear General Your Affectionate [&c.]

B Arnold –

1. Gates Papers, Box 4, NYHS.

Journal of the New York Committee of Safety [1]

[Fishkill] Die Lunae, 9 HO. A.M.
October 7th 1776.

The report of the committee on the sundry letters and papers of Capt. Thomas Cregier, and the petition of sundry officers and mariners of the armed vessel or schooner *Putnam,* delivered in their report, which was read. Thereupon,

Resolved, That the said armed schooner *Putnam,* together with her arms, cannon, ammunition, boats, rigging, tackle and furniture, be immediately sold, and that John Imlay, Esqr. be agent for that purpose, who is hereby directed, out of the proceeds, to pay the officers and crew their wages, and all other reasonable charges, and to remit the surplus to the treasury of this Convention.

1. *New York Provincial Congress,* I, 665.

New-York Gazette, Monday, October 7, 1776

New-York, Octo. 7.

On Thursday last arrived here from England, the *Daphne,* Captain [St. John] Chinnery, with several Transports under Convoy, having on board the XVIIth Regiment of Light Horse, under the Command of Lieutenant Colonel [William] Harcourt.

So vast a Fleet was never seen together in this Port, or perhaps in all America, before. The Ships are stationed up the East-River or Sound, as far as Turtle Bay; and, near the Town, the Multitude of Masts carries the

Appearance of a Wood. Some are moored up the North-River; others, in the Bay between Red and Yellow-Hook; some, again, off Staten Island; and several off Powles-Hook, and toward the Kills. The Men of War are moored chiefly up New-York Sound, and make, with the other Ships, a very magnificent and formidable Appearance. Five Men of War have been detached from the Squadron into the North-River above Greenwich, probably to assist the Operations of the Army against the Rebels, who still remain on the Northern Extremity of this Island, and on the Heights about Kings-bridge.

It is said, the *Flora* Frigate of 32 Guns commanded by Capt. [John] Brisbane, is preparing to sail, with several Transports under Convoy.[1]

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[1] "Saturday, 5th [October]. This afternoon the *Flora* Frigate, Capt. Brisbane, sailed down the Harbor in order to convoy a Number of Transports off these Coasts in their Passage to Halifax." Tatum, ed., *Serle's Journal,* 119.

Diary of Lieutenant Jabez Fitch [1]

[On board the Prison Snow *Mentor*]

[New York] Mond: the 7th: [October] Our Chocalet was Spoil'd in the Morning for want of good Water, we had therefore but a very Indifferent Breakfast; I spent most of this Forenoon on Deck; At about 11 oClock Mr: [Joshua] Loring & another Offr: came on Board & Order'd us to make Emediate preperation for Landing, there was also a Parole, or Writing prepared for us to Sign, which we all comply'd with, & the Field Officers first went ashore with Mr. Loring; After which I went up onto the Quarter Deck & Wrote some of the foregoing Lines, in Expectation soon to leave the Snow, not knowing what kind of Quarters or Treatment, will be next provided for us, yet hope that the Exchang will not be for the Worse.

About 4 oClock we were Landed with our Bagage on a Ferry Wharf near the Bair Market in N. York, where we wated for Orders, while near Sunset, when Mr. Loring Directed us to a very large House, on the West side of Broad Way, & South of Warren Street. . .

Having this Large House Assign'd us with a small Yard to Walk in &c, we sopose we have chang'd our Cituation Rather for the better, both on acct: of Noise & Crowd.

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[1] Sabine, ed., *Fitch's Diary,* 54.

Journal of the Continental Congress [1]

[Philadelphia] Monday, October 7, 1776

The Secret Committee having informed Congress, that they had chartered and loaded in Virginia, the *Aurora,* late the prize ship called the *Oxford,* for account of the continent:

Resolved, That the president write to the governor and council of Virginia, and request them to give all the assistance in their power, in manning and despatching the said ship.

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[1] Ford, ed., *JCC,* V, 849, 850–51.

Josiah Bartlett to John Langdon[1]

No 6 Philadelphia Octobr 7th 1776

Dear Sir As I have not been able for some time to attend the Marine Committe I last Saturday took the liberty to show Mr Morrice [Morris] your letters Concerning the Conduct of the Providence Committe about Guns and soon found Mr Hancock thro the multiplicity of Business had not laid the affair before the Marine Committe Mr Morrice resented their Conduct extremely and Desired liberty to lay the letter before Congress but as I was uncertain but some bad Effect might arise from laying it before the whole Congress I Declined it He then Desired liberty to lay it before the Marine Committe to which I Consented He said he would do his utmost that your ship should have them Guns at Providence and without paying that Enormous price for them I am in hopes them guns will be ordered for your Ship & one of theirs ordered to wait till guns can be sent from here where they are Contracted for at 35 & 40 pound this money pr tun

I Believe (inter nos) your letters to the President Concerning marine affairs have not been laid before the Committe nor much attention been paid them the great & important Business in which he is Constantly Employed and the almost immense number of letters which he is Constantly receiving on the most interesting Subjects makes it impossible for him to attend to them all and lesser matters must be neglectd I sincerly wish he did not belong to the Marine Committe but would Confine himself to the affairs of Congress which is Business abundantly sufficient to employ the time of any one human being

I was Disappointed of seting out last week as I Expected and as I am in hopes I am some better than I have been I Believe I shall try to tarry here till Col Whipples arrival which I think I may Expect in 12 or 14 Days from this time according to his letter of the 23d ulto

As for news we have none at this time how long we shall be without any I Cant say as by the last accounts from Ticonderoga they were Dayly looking for Burgoine up the lake and it seems Genl Howe is preparing to attack our Camp at Harleam God grant we may have better fortune than we had at the attack on Long Island the Enemy are now in Possession of Stratton Island, Long Island, Governors Island, the City of New York & Powles's hook I pray God they have now reached their Ultimatum and that from this time their power may Decline I am your very hearty friend

Josiah Bartlett

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[1] Dreer Collection, Signers, HSP.

Minutes of the Pennsylvania Council of Safety[1]

In Council of Safety,
[Philadelphia] October 7th, 1776.

An order was drawn on Mr. Nesbitt, in fav'r of Cap't John Hazlewood, for £ 50, on acc't of Fire Rafts, to be charged to his acco't.

Resolved, That all the Powder now on board the Ship, Floating Batterys and armed Boats belonging to this State, be delivered to Mr. Robert Towers, Commissary, who is hereby directed to replace it with a like Quantity.

[1] *Pennsylvania Colonial Records,* X, 744.

DIARY OF CHRISTOPHER MARSHALL [1]

[Philadelphia] Octr 7th 1776

. . . having an Invitation from the owners of Sloop *Congress* & *Chance* on the 5th to dine with them on Turtle at James Byrns [tavern] this day I went near two were was Between 60, or 70, persons I came away before 6 . . . A vessell arrived this day from Surinham with Some Powder, lead, Some Stands of arms & Some woolen Cloths Mallasses &c &c &c a vessel from Bermudas with Salt arrived this Day his Excellency General Lee from the Southward,

[1] Diary of Christopher Marshall, HSP.

JOURNAL OF THE MARYLAND CONVENTION [1]

[Annapolis] Monday, October 7, 1776.
Post Meridiem.

The Convention proceeded to elect a judge of the court of admiralty in the room of John Hall, Esquire, who resigned that office, and John Rogers, Esquire, was elected.

[1] *Maryland Convention,* 33.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Monday the 7th October 1776.

Robert Brown, Josiah Foster, Joel Foster, George Brookes & Henry Knight appeared before the Board and severally undertook for the sum of One hundred and seventy Pounds to Build each of them a flat Bottom'd Boat for the use of this Common Wealth for the purpose of Transporting Troops of the following Dimensions, to wit, Forty feet Keel, fourteen feet Beam, three Feet four Inches Deep to the Top of the Gunnell, Eight Inches Wash Board to be Ceiled in the same manner as the Boat lately Built by Mr Herbert, to be Built with good white Oak Plank one Inch and a half thick, the Ceiling to be of Pine Plank clear of Sap three Quarters of an Inch thick, to Row with Twenty Oars fixed upon Iron Swivels, to be fitted with proper Stern Sheets and every other Thwart Bound, to be Built after the manner of the Boat lately Built by Mr Herbert except the Gun Carriages, to be properly Tar'd and finished in a Workman like manner and delivered to the Board with proper Oars for each Boat, on or before the fifteenth day of December next. For the Performance of which Contracts the said Robert Brown, Josiah

Foster, Joel Foster, George Brookes & Henry Knight respectively entered into and acknowledged their Bonds which are Ordered to be Recorded – Lieutenant Thomas Merriwether of the Marines lodged a Complaint with the Board against Lieut George Rogers of the Brig *Liberty* in the following Words, to wit, "The Language of Lieut George Rogers to the Marines is the most Scurrilous, Abusive & Profane, wholy unbecoming an officer & Gentleman. That he has at different Times Struck them, Particularly John Reynolds with a piece of Iron when unwell and excused from Duty by the Commanding Marine Officer." Ordered that the said Rogers be summoned to appear before the Board at the Capitol in the City of Williamsburg on Wednesday next to answer the said Complaint —

A Letter from Miles Cowper Esqr informing the Board of a Quantity of Tarr and Turpentine he had sent to Messrs Smith and Roan for the use of the Navy agreeable to a request of the Board. – Ordered that the said Smith & Roane Acct be Debited therewith to the Amount of One hundred & Eighty four pounds ten shillings. –

Adjourned till tomorrow morning nine of the Clock.

Signed,
Thomas Whiting 1st Comsr

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1. Navy Board Journal, 66–67, VSL.

Journal of the Georgia Council of Safety [1]

At a meeting of the Council,

[Savannah] Oct. 7th, 1776.

The President[2] laid the following before this Board, viz.:

In Convention.

This house having received some information which gives them great reason to apprehend an attack is intended against this Province; and having also been informed of an armed boat being upon the coast, and having committed some acts of depredation upon the inhabitants. It is the opinion of this house that the said matter, together with all evidence and proofs attending the same, be referred to the President. That he be requested by and with the advice of this Council to use the most vigorous, speedy and effectual means for putting the Province in a proper posture of defense, so as to repel the said attacks in case they shall be made, and prevent further depredations and robberies; and to assure him that this Province will most heartily concur with him in the said measures, and cheerfully defray the expenses attending the same.

Ordered, that a copy of this minute be presented to the President by Mr. Speaker after the rising of the House.

The above being considered, it was the opinion of the Board that two boats of ten men each be stationed at the inlets of Hossaba, Saint Catherine's, Sapalo and at the dividings of Saint Simon's Island, for observation and intelligence; and fifty men stationed at the extreme points of land Beulah, Hardwick, Sunbury, Sutherland's Bluff and Darien.

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1. Candler, comp., *Georgia Records,* I, 204, 205.
2. Archibald Bullock.

Journal of H. M. Sloop *Nautilus,* Captain John Collins[1]

October [1776]	Moor'd of[f] Saint Georges Town Bermuda
Sunday 6	Empd in Cleaning the Ship PM Saw a sail in the Offing
Monday 7	AM found her to be a Ship of War PM Anchd here a Retaken Brig by H M: Ship *Galatea*[2] also Anchd in Castle Harbor the *Galatea*

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[1] PRO, Admiralty 51/630.

[2] Brigantine *Favourite,* John Davis, master, from Antigua for Liverpool, with sugar; recaptured by the *Galatea,* Howe's Prize List, March 31, 1776, *ibid.,* 1/487. See Davis' protest, October 8.

8 Oct.

Commodore Marriot Arbuthnot to Lord George Germain[1]

My Lord

The success which his Maj: Arms have Obtained over the Rebels on the 27th of August, the particulars of which will come to your Lordships hands from better authority, than mine.

I shall therefore only say that it has enabled Lord Howe to send some ships of Warr for the protection of this coast from the Rebel pirates, who have entred our defenceless harbours indiscriminately from Cape Sable, to very near this port Landed to the great terror of the Well Affected People; Cut out several Vessels and done much Mischief, to prevent which for the future I have aplied to General [Eyre] Massey and he has been pleased to comply with my requisition that a Capt & 50 Men be sent to Barrington, near Cape Sable, & a Subaltern & 30 to Liverpool with Arms & Amunition under the care of the Comanding Officers to be delivered to such well Affected subjects as will joine the Kings Troops, if necessary I hope my Lord this precaution will Effectually secure this part of the Frontier from further insult.

I must now pray your Lordship will excuse the Hurry in which this letter is written As I have not time to read it the Vessel who carries it being Under sail unexpectedly. I have therefore chosen to be deficient in allmost every thing rather than omit the smallest attention to your Lordships comands, because I am Most Unfeignedly My Lord [&c.]

M^t^ Arbuthnot

Halifax – Oct: the 8th 1776

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[1] PRO, Colonial Office, 217/52, DAC Photocopy.

John Langdon to John Bradford[1]

Sir [Portsmouth] Octr 8, 1776

I have an order from the Honle Continental Marine Committee to purchase Gunns Musqetts, Ball, &c for the Frigate at this Place that she may be fitted out to act in Conjunction with Cap McNeal [Hector McNeill] am likewise directed to call on the Agent for your state to furnish any matters that may be in his Power, I have therefore desired Messrs Breck & Hammett to wait on you, to know wether any Ball [can] be had, & what quantity, out of the Publick Stores[2] – I shall take it kind if you'll mention this to Mr Cushing & know wether any Guns can be had from your State more than Compleats Cap. McNeal Ship, shall thank you for an answer as soon as may be my kind Regards to your Lady & family – with due respect [&c.]

Jn° Langdon

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1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. *Ibid.*, Langdon to Breck & Hammett, Boston, October 8.

John Langdon to John Hancock[1]

Sir Portsmouth October 8, 1776

Your favour of 21 Ult. is now before me nothing would give me Greater pleasure than to have it in my Power, to Coopperate with the Agent of the Massachusetts in fitting out the Frigate *Raleigh* to cruise in Conjunction with the *Boston* Cap. McNeale, as recommended by the Honle Assembly's of Massachusetts & New Hampe and now ordered by the Honle Committee, At present it's impossible, as both States have only Guns for one Ship indeed in this State we have not a Single Gun suitable, The Ship *Raleigh* as I've often wrote the Honbl Committee has laid since June entirely waiting for Guns a sett of which has been laying at Providence during that Time, every other material might have been obtained and the Ship manned at that Time had the Guns been ready the Privateers have stript us of our hands tho' I've no doubt she would soon be manned could the Guns be had we have about fifty Men on board and no more can be prevailed upon to enter untill the Guns are here, I conversed with Mr. [Thomas] Cushing and some of the Honle Committee on the Matter & told them I would Strain every nerve, to procure the Guns but told them at the same time of my Disappointment at Providence & that unless a sufficient number of Guns could be procured out of the Batteries in the Massachusetts she could not go out –

I shall use my best endeavours to procure Cannon but see not the least prospect unless ordered from Providence or Philadelphia in some Armed Vessel, which would not be verry great risque as there is not any Ship cruizing in this Bay at present belonging to the Enemy. –

The Brig which is just arrived here from Bourdeaux on accot of the Continent,[2] (of which I've wrote the Honle Secret Committee fully to which

I beg leave to refer the Honle Marine Committee) has brou't Powder small arms &c which I shall reserve for the Ship agreeable to order of the Committee, so that nothing is wanting but Guns & Men the latter of which I believe may be had, should there be a prospect of the Ship's going out I shall take Care to keep all Matters as secret as possible relative to the Continent agreeable to Orders but as to this matter all this part of the Creation knew the Intent long ago. –

Mr [John] Wheelwright who was second Lieut, of the *Raleigh* has left her for the Command of a Privateer I've therefore put Cap Hopley Yetton [Yeaton] on board as third Lieut; (Mr. [Josiah] Shackford who was third riseing to second instead of Wheelwright) to act untill pleasure of the Honle Committee is known, I would beg leave to recommend Mr Yetton as a Gentleman worthy of that Post, he has Youth of his side a most excellent Seaman of undoubted Spirits, verry high in favour of the States verry popular among the Seamen – I am with all due respect To the Honle Committee [&c.]

John Langdon

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1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. The *Marquis of Kildare.*

JOURNAL OF THE MASSACHUSETTS COUNCIL[1]

[Watertown] Tuesday October 8th 1776

On Motion Ordered That Brigadier Farley be and he hereby is directed to deliver Thomas Carthy James Howard James Rogers Thomas Griffiths William Gorman John Harrington George Taylor Rees Pugh Thomas Barker Prisoners in Ipswich Goal to Hector McNeill Commander of the Continental Frigate called the *Boston* provided they are willing to enter on board said Frigate.

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1. Mass. Arch., vol. 19, 263.

RECEIPT TO PAUL REVERE FOR A SHARE IN THE MASSACHUSETTS PRIVATEER BRIGANTINE *Speedwell*[1]

Boston Octor 8th 1776 Recd of Paul Revere Esq – Two hundred & Eighteen pounds 1/7 in Part for his Sixteenth part of Schooner *Speedwell*[2] & Warlike Impliments now on a Cruis –

p W^{m} Foster – Agent

£218..1..7

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1. Paul Revere Misc. and Receipts, MassHS.
2. The *Speedwell* was commissioned September 6, 1776, under the command of Jonathan Greely. The principal owners were Thomas Melvill, William Foster and John Hinkley, Mass. Arch., vol. 7, 158.

MUSTER ROLL OF THE CONNECTICUT STATE SCHOONER *Spy*[1]

Schooner *Spy* to Robert Niles Dr
for sundry Persons wages by him paid Vizt.

Robt Niles Capt	fm Jun 8th	to Octr 8th	at [3]92½ P mo	£	38..8..–
Timothy Parker leut	ditto	ditto	at 120/		24..–..–
Zebadiah Smith do	ditto	ditto	120		24..–..–
Benjm Mortimore Boatswn	ditto	ditto	90/		18..–..–
Robt Moore Clerk	ditto	ditto	90/		18..–..–
John Lessieur Cook	ditto	ditto	72/		14..8..–
Eben Blakesley Gunr	ditto	ditto	90/		18..–..–
Ezekeil Sayers Seaman	ditto	ditto	48/		9.12..–
John Hall ditto	ditto	ditto	48/		9.12..–
Archibald Nails ditto	ditto	ditto	48/		9.12..–
John Tucker ditto	ditto	ditto	48/		9.12..–
Wm Rambow Boatsons Mate	ditto	ditto	54/		10.16..–
James Devenport Seaman	ditto	ditto	48/		9.12..–
John Johnson ditto	ditto	ditto	48/		9.12..–
John Gaylord Marine	ditto	ditto	40/		8..–..–
Wm Swan ditto	ditto	ditto	40/		8..–..–
Wm Davall Seaman	ditto	ditto	48/		9.12..–
Stephen Squire ditto	ditto	ditto	48/		9.12..–
Josiah Carew Carpenter	ditto	ditto	90/		18..–..–
Zepheniah Tapping Seaman	ditto	ditto	48/		9.12..–
David Hand Marine	ditto	ditto	40/		8..–..–
David Bowers Seaman	ditto	ditto	48/		9.12..–
Luther Hildreth ditto	ditto	ditto	48/		9.12..–
Wm Goldsmith Offr Marines	ditto	ditto	54/		10.16..–
Caleb Brown Marine	ditto	ditto	40/		8..–..–
Lewin Chatfield Seaman	ditto	ditto	48/		9.12..–

John Gan	ditto	ditto	ditto	48/	9.12..–
Ezekiel Miller	Marine	ditto	ditto	40/	8..–..–
Wm Cove	Pilot	fm Augt 13 to	ditto	60/	3.10..–
John Tisaker	Seaman	fm ditto to	9th Sepr	48/	2..3..2
Joseph Hally	ditto	ditto	Octr 8th	48/	4..8..–
Wm Sprigs	ditto	ditto 22d	Sepr 14th	48/	1.16..9
John Nailes	ditto	ditto 13th	ditto 19th	48/	2.17..7
Henry Walker	ditto	ditto	ditto	48/	2.17..7
Thomas Coffin	ditto	ditto	Octr 8	48/	4..8..–
Manuel Swazey	ditto	ditto	Sepr 9th	48/	2..3..2
Wm Gardiner	Marine	ditto	ditto 19	40/	2..8..–
		Amt Card Over			387.16..3
		Amount brought over			£ 387.16..3
Taguin Ferdinando [seaman]		fm Aug 22d	to Octr 8th	48/	3.13..8
Silas Clement		ditto	ditto	48/	3.13..8
Richd Baxter		ditto	Sepr 8th	48/	1..7..2
James Gowdy		ditto	Octr 8	48/	3.13..8
Danel Tomy		ditto 25th	Sepr 18th	48/	1.18..6
Anthony Bonacourse		ditto	ditto	48/	1.18..6
Thos Etherby		ditto	ditto	48/	1.18..6
					£ 405.19.11
				Commission at 5 Pr Ct	20..6..–
					426..5.11

Errors Excepted pr Rob^{t} Niles

[Endorsed] Schooner *Spy* Acct Wages–Octr, 18th 1776

1. Conn.Arch., 1st Series, IX (*Spy*), 45a,45b, ConnSL.

Disbursements Made by Captain Robert Niles of the Connecticut Schooner *Spy*[1]

Schooner *Spy* to Robert Niles Dr.

1776		To sundry disbursements by him paid Vizt		
June	13th	To 1 bushl Corn	at 3/ £	3..0
		To ½ bushl Prusticot potatoes	at 3/	1..6
	23d	To 17½ lb Lead	at 5d	7..3½
July	6	To horse hire to Lebanon		5..0
		To 2 days expence for Self and Horse		6..–
	13th	To 9 lb LobSters	at 1½d lb	1..1½
Augt		To Horse hire and keeping at Norwich after Cash		4..0
		To paid For potatoes in Old Town		1..0
Sepr	14th	To Horse Hire and Expences to Lebanon		7..6
Aug	3d	To expences at Old Town Getting hands		11.10
Sept	21	To 26 Fowels at 6d Yk Currency in L M		9..9
Octr	8	To 3 Rations pr day fm June 8th to Octr 8th 366 in all for my Self at 7½d		11..8..9
		To 122 Rations for Mr [Timothy] parker 7½d		3.16..3
		To 122 ditto for Mr [Zebediah] Smith at 7½d		3.16..3
				21.19..3½
		To Commission at 5 Pr Ct		1..2..1
				23..4..5½

Errors Excepted pr Robt Niles

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1. Conn. Arch., 1st Series, IX (*Spy*), 36, ConnSL.

Journal of H. M. S. *Cerberus*, Captain John Symons[1]

October 1776 Montock point No.37W 10 Leags

Tuesday 8 at 6 AM saw a Sl bearing S½E 3 or 4 Miles 6 AM gave Chace to the Et wd. *Syren* in Co

Modt Breezes and Clear saw three Sl to the NW gave Chace at 4 PM fired 20 9 pounders & brot. too the Vessell[s] a Snow from Barbadoes & a Brigg from the Bay of Honduras, taken by an American Privateer[2] and a Brigg from Surrinam bound to New London loaded wth Molasses[3] sent a Mid. & 5 Men to take care of her

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1. PRO, Admiralty 51/181.
2. The recaptures were the snow *Jenny,* William McNeily, master, from Barbados for Belfast with rum, and the brig *Carron,* J. Montgomery, master, from the Bay of Honduras for Cork with mahogany and logwood, Howe's Prize List, March 31, 1777, *ibid.,* 1/487.
3. *Ibid.,* the *Batchelor* owned by Nathaniel Shaw, Jr.

JOURNAL OF H. M. S. *Syren,* CAPTAIN TOBIAS FURNEAUX[1]

October 1776 Block Island NbW½W 9 or 10 Lgs

Tuesday 8th at 3 Tkd Exercised Great Guns & sml Arms at 11 mde Sail *Cerberus* in Co

P:M: at 2 saw 3 Sail under the Land gave chace fired 3 Shot at a Brigg left her for the *Cerberus,* & haul'd up for the other two to prevent them from running a Shore. they hoisted out their Boats & people went on shore, then the Two Vessels bore down for us, bro't too hoisted out our Boats & took Possession of them. a Snow from Barbadoes for Ireland & a Brigg from the Bay of Honduras for Glasgow. they were taken by Rebel Privateers. sent a Boat Arm'd [to] the other Brigg in Shore, the *Cerberus* having brot her too at 7 hoisted in the Boats & stood to the So wd

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[1] PRO, Admiralty 51/930.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Tuesday, October 8, 1776

The Secret Committee having informed Congress that a vessel was arrived with sundry articles by them imported on account of the Continent,

Ordered, That the said committee deliver to the Board of War such articles as are suitable for the army, and to the Marine Committee such articles as are for the navy, and to Mr. J. Mease such as are suitable for cloathing, to be made up into cloaths for the soldiers.

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[1] Ford, ed., *JCC,* V, 854, 856.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] October 8th, 1776.

Mr. Nesbitt was directed to pay Capt. Wm. Hallock £ 21 1 7, for Salvage of Sundries saved out of Brig't *Nancy* blown up at Cape May.

This board taking into their consideration the Advanced prices of almost every necessary of Life, and upon a proper Representation from the Chevaux de Frize Pilots, respecting their situation, do hereby

Resolve, That the said Pilots, in addition to their pay from this State, be allowed, from the date hereof, to receive five shillings P foot for every vessel they conduct through the Chevaux de Frise to and from Chester, to be paid by the Captains or owners of such vessels.[2]

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[1] *Pennsylvania Colonial Records,* X, 744, 745.

[2] Printed in the *Pennsylvania Gazette,* October 9, 1776.

JESSE HOLLINGSWORTH TO THE MARYLAND COUNCIL OF SAFETY [1]

Sirs/ Baltimore October 8 – 1776

the Bearer Capt William Worth has C[o]me from Newengland to take Charge of the Schooner *Dolley N: 10* that Was Sunk at the alarm at Baltimore, there Seems to Bee a Anker & Cabble Missing I have taken all the pains I am Capable of to find them, But Cannot and Capt Nicoldson has Put a Vallew On Such as hee Soposd the[y] Ware, for your Consideration these things Ware Soposd to Bee takken Care of By the People that Sunk the Vessells But Wee Cannot find them Now – and Many Such Complaints are Made the Settelment of Which Must Bee Left to you, he Says their Ware 2 gafs Lost and has the Carpenter bills for their Cost, and the higher Whille Sunk these things I Make Bold to Mention at his Request as hee has Been With Mee this 10 Days to Sarch for the things and Pleading for a Line to you Stating his Loses – it is So Strange What Became of the Ankers and Cabbles But the[y] Cannot Now Be found – Can I Sell any of your Publick Bread I think I Could Sell Some With your Lisence – I have Sum More 20 Penny Naills for you from your Humble Servant

Jesse Hollingsworth

[1] Red Book, XI, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Tuesday 8th October 1776 –

Ordered that a Warrant Issue to Capt George Muter for Three hundred and forty eight pounds two shillings and one penny half penny for the Pay of his Company on Board the *Hero* Galley for the Months of August & September last as p Pay-roll this day settled. –

Ordered that a Warrant Issue to Lieut Benjamin Pollard for One hundred and eighty one pounds sixteen shillings & three pence for Disbursements & Pay of his Company of Marines for the Months of August & Septr last as p Acct this day settled. –

[1] Navy Board Journal, 68, VSL.

SAMUEL ASHE TO WILLIE JONES, HALIFAX[1]

[Extract] Cape Fear Octr 8th 1776

Dear Sir/ *Laudamus te deum;* We here at present Joyfully chant forth, – The Vessels of War lately here, I am Just now informed, took their departure a few days since, first burning two of their Tenders – We have now an Open Port, tho' I fear it will not long be one, unless the honble Board will hurry down some Ball. . .

[1] Secretary of State Papers (Council of Safety, 1775–1776), NCDAH.

JOURNAL OF THE SOUTH CAROLINA GENERAL ASSEMBLY[1]

[Charleston] Tuesday the 8th Day of October 1776

It being suggested to the House that there was no Pilot or Pilot Boat for the Bar and Harbour of Beaufort nor any Fund from which they could be supplied and maintained

Ordered That Mr [Daniel] DeSaussure Captain [John] Joiner Colonel [Benjamin] Garden Captain [Thomas] Savage and Major [Keating] Simons be a Committee to consider and report proper ways and means of procuring maintaining and regulating a Pilot Boat to attend the Bar and Harbour of the Port of Beaufort

Mr Speaker reported That this House having attended the President in the Council Chamber he had presented to His Excellency

An Ordinance for providing Juries for Beaufort District at the next November Courts

And also,

An Act for establishing a Board of Commissioners to superintend and direct the naval affairs of South Carolina

To both which His Excellency had been pleased to give his Assent

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[1] Salley, ed., *South Carolina General Assembly Journals*, 87, 89.

PROTEST OF JOHN DAVIS, MASTER OF THE BRITISH BRIGANTINE *Favourite*[1]

Bermuda,

By His Excellency George James Bruere
Esqr Governor Commander in Chief and Vice
Admiral of the Islands. —

To all to whom this Present Writing or Instrument of Prot[est] shall come or may concern Greeting. —

Know Ye that this eighth day of October in the Year of Our Lord one Thousand and Seventy Six, before me personally appeared John Davis Master of a Certain Brigantine called the *Favourite* who Solemnly made Oath on the Holy Evangelists of Almighty God, that on the Sixth Ulto being then on his Voyage from Antigua bound for Liverpool in England in the Latitude 37°.30 No: and Longitude 49°.30 Wt when he was pursued and taken by a Provincial Privateer Sloop, called the *Providence* John Paul Jones Commander, and again on the 24th of the same Month September in the Latitude 37°.00. No Longitude 68.30 West he was retaken by His Majesty's Ship the *Galatea* Thomas Jorden Esqr Commander, the Wind at same Time blowing very Strong from the S:S:W: by the Neglect of the Privat[eer's] People he got his Top sails, Jebb, and Main top mast Staysail split that on the Seventh Instant, he arrived in Castle Harbour Bermuda, in Company with the *Galatea,* And again on the eighteenth Instant this deponent farther saith that having used his utmost endeavours to get his Vessel ready for the Sea, he applyed to Capt John Collins of His Majestys Sloop *Nautilus* to Assist him with some People to Navigate his Vessel to New York but without

Success, Wherefore the said John Davis for him self his Mariners, Owners, Freighters and all others whom it doth or may concern doth hereby Protest against the Matters aforesaid, and all Damages Occasioned or sustained thereby, as also against all Costs delays disappointments, expences and other Matters and things which can or may lawfully be protested against in as Large and Ample Manner as the same can or may be done by Law or Form, And Persevering in the said Protest the said Appearer hath hereunto set his hand this 18th day of October 1776 –

John Davis

This Done and Protested before me the Governor and Vice Admiral aforesaid, In Testimony whereof I have hereunto set my hand and Caused the Public Seal of these Islands to be affixed the day and year first above written –

George Ja^{s} Bruere[2]

By His Excellency's Command
Jn^{o} Randle D: Secy

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1. Book of Bonds, Deeds and Grants, No. 14, 388–89, Bda. Arch.
2. *Ibid.*, a similar protest was made this date by Robert Hogget, master of the brigantine *Alice* which had been taken by the Rhode Island privateer sloop *Joseph,* and recaptured by H. M. S. *Galatea.*

Vice Admiral Clark Gayton to Philip Stephens[1]

Squirrel, Jamaica
October 8th 1776

Sir./.

Herewith you'll receive Duplicates of what I sent you by the last Packet

I beg leave to acquaint their Lordships that the 17th of last Month, a French Frigate arriv'd Command'd by The Chevr de Monteil, the occaision of His coming was to claim a Rebel Schooner which had been Seiz'd by His Majestys Ship *Squirrel* and sent into Port Royal; The Chevalier in his claim sets forth, that she was taken within a Mile of the Shore, within Gun Shot at the Point under the Colours at the Mole, which he consider'd as passing beyond the bounds of the Treaties, & a violation of the Laws of Nations, and at the same time say'd he flatterd himself, I should think it very Natural for the Schooner to avail herself of the Protection afford'd her by his Court. In answer to which I inform'd him that after the repeat'd assurances which had been given from all the Foreign Powers to His Britanick Majesty of not Interfering or affording any protection to his Rebellious Subjects, I was greatly surprizd at the part of his Letter mentioning affording those people protection, which was very contrary to the Assurances; I mention'd before.

In respect to the Vessel in dispute she was a considerable distance from the Island of Hispaniola, when she was first Chased by the *Squirrel,* and was not within Gun Shot when taken, that I had always given particular directions to the Captains of the Kings Ships under my Command never to approach near any French or Spanish Possessions but in cases of the greatest urgency, it being my most sanguin wish, for the good understanding at present Subsisting between the two Nations to be maintaind, as this Rebel Schooner, had been Seizd in consequence of the Kings directions it was not consistant with my Honor to deliver her up, but as it was a National matter must be Settled by our respective Ministers, which I should take the earliest oppertunity of laying before mine, with which answer he Sail'd the next Morning very well Satisfied, and inclosed is for their Lordships information exact Copies of His Claim in French, with the English Translation & likewise of my Answer, which I hope will meet with their Lordships approbation

On Captain [Stair] Douglas's arrival I gave Him Copies of The Chevaliers claim and desird he would be very particular in His answer, as it was to be sent for their Lordships information, which he [*sic* it] accordingly has been. In His Log for that Day, Sworn to by the Master of the Ship, it appears that when he made the Tenders Signal to Chace this Schooner, Cape Nichola Mole bore about SEbS 7 or 8 Leagues, and by the Affidavit of the Officer Commanding that Tender, attested by the Crew, that when he made her a Prize he was Five or Six Miles distance from the Land, all which circumstances are very contrary to those advanc'd by The Chevalier and plainly shews He was not well acquaint'd with the nature of His claim, Capt. Douglas likewise gave me his Log for the 6th & 7th days of September Sworn to by His Master, wherein it also appears that this very French Frigate offer'd protection to a Schooner from St Augustine at the Distance of Ten or Eleven Leagues from the Land, in Sight of the *Squirrel*, provided she had come from any part of North America, bound to Hispaniola and desired it, and inclosed me the Depositions of the Master & Supercargo of that Schooner, who are both People of very good Character. I must beg leave to say that I think this behaviour of The Chevaliers a Gross violation of the Treaties he talks of, and contrary to the Laws of Nations. Inclosed for their Lordships information are exact Copies of Captain Douglas's orders, His Answer to the Chevaliers claim; the Papers refer'd to in it, which I hope will also meet with their Approbation[2]

(I likewise beg leave to inclose their Lordships the Extract of a Letter from Captain [Thomas] Lloyd, complaining of the Master of the *Anna Teresa* Packet not complying with His Instructions and parting Company, which I hope they will be pleas'd to Communicate to the Port Masters General, in order that the Master may be made an Example of for leaving his Convoy, after the Port Master General of this Island, had applied to me for one.)

Inclosed is likewise an Extract of a Letter from Captain Davey respecting the Illicit Trade carried on in the River Mississippi, since which I have receiv'd another from Him dated 27th August, informing me of His having been in at the Havanna, for Water, but that they would not permit any Person to go onshore, but sent onboard every thing wanted. He was told there was in the Harbour a Sixty four Gun Ship, and Six large Frigates

In my Letter of the 13th June last, I inclos'd their Lordships; Letters I had received from the Principal Inhabitants of the Mosquitto Shore, of two Spanish Guarda Costas, having Seizd a Sloop belonging to the Inhabitants, I now beg leave to inclose them the Copy of a Petition from Messrs Irving & Blair Owners of the Sloop, with an Affidavit annex'd to it, of her being carried to Porto Bello, and from thence to Carthagena, praying I would send to Demand her, which His Excellency Sir Basil Keith, has likewise desird as Governor of the Island, so that as soon as the more Important Duty of the Station will admit of it I propose sending a Ship to Carthagena to Demand the Sloop, or the value of her, & her Cargo

I likewise beg leave to inclose the Copy of an Affidavit of a James McGlashan, of an English sloop being taken by a Spanish Guarda Costa, at a place call'd Alta Vella, on the South Side of Hispaniola, in the Spanish Territories, and shall also send to Demand her, as soon as the Service will allow of it –

The *Grantham* Packet, arriv'd the 16th of last Month, Dismast[ed] in a Hurricane to Windward – I've order'd her Damages to be repair'd at the Kings Yard and supplied with Stores, and directed the Storekeeper to procure Bills of Exchange for Payment thereof – and by this oppertunity have wrote to the Navy Board respecting it, which I hope their Lordships will approve

I have the pleasure to inform their Lordships that His Majts Ships & Vessels under my Command have taken Forty Six Sail of the Rebel Americans; including Eight taken by the *Diligence* at Pensacola

With respect to the Disposition of His Majestys Ships & Vessels under my Command I beg leave to inform their Lordships that the *Antelope, Winchelsea, Atalanta, Racehorse* (Sloop) are Cruizing in the Windward Passage – The *Squirrel,* at Port Royal but intend'd to go with the Convoy the 28th instant – The *Boreas* arriv'd the 5th instant from New York having safely Land'd the 30th Regiment. The *Maidstone* is likewise arriv'd from the Convoy, both of which Ships I've order'd to be fitt'd for Sea again as fast as possible – The *Badger* Brig will Sail in a few days for Pensacola to releive the *Diligence* who is exceeding bad, and intend her to remain 'til the *Atalanta* has Careen'd which shall releive her – The *Porcupine* Schooner is at Greenwich attending the Survey on the Masts & Bowspreet many of which are very defective after the Survey, if I find them in such Condition as I Judge Necessary for their Lordships immediate Knowledge I shall dispatch her Express – I am, Sir, with great respect [&c.]

Clark Gayton

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1. PRO, Admiralty 1/240.
2. *Ibid.,* Captain Douglas' letter to Gayton, October 4, and other enclosures referred to by the Admiral.

"A List of Rebel Vessels taken by the Squadron of His Majesty's Ships & Vessels, under my Command at Jamaica [April 16 to October 8, 1776]" [1]

No of Vessels Taken.	when	Taken year	Vessels Names.	Mastr Names	where Belonging.	Lading.	By which of his Majestys Vessels taken	Commanders Names.	Agents Names.
14	16 April	"	Sloop *Lovely Lass*	Jas Bodrick	Casco Bay	Lumber	*Maidston*	Alan Gardner	Mal: Laing
15	"	"	Sloop *Sally*	Martin	Philadelphia	Shingles	*Squirrel*	Stair Douglas	Campbell & Gelbraith.
16	"	"	Ship *America*			Ballast	*Squirrel*	Stair Douglas	ditto.
17	"	"	Sloop *Polly*		Rhode Island	Lumber, Staves &c	*Maidston*	Alan Gardner	Mal: Laing
18	"	1776	Schooner *Sally*			Lumber	*Squirrel*	Stair Douglas	Campbell & Gelbraith
19	"	"	Brigg *Rakes Delight*			Rum & Sugar	ditto	ditto	ditto.
20	"	"	Schooner *Mary*	John Green	Philadelphia	Powder & Ammunition	*Porcupine*	Fra L'Montais	ditto
21	"	"	Sloop *Penelope*	Jos: Meglew	Rhode Island	Lumber, Flour, & Candles	ditto	ditto	ditto
22	"	"	Schooner *Friends Adventure*	Ross		Shingles	ditto	ditto	ditto
23	"	"	Schooner *Nightingale*	Folger	Nantuckett	Oil &c	ditto	ditto	ditto
24	"	"	Sloop *Hope*	Geo: Cuzens	N. Carolina	Rice &c	*Antelope*	Will Judd	Peter & Charles Ramsey
25	"	"	Sloop *Flying Fish*	Littlefield	ditto	Lumber &c	ditto	ditto	ditto.

"A List of Rebel Vessels taken by the Squadron of His Majesty's Ships & Vessels, under my Command at Jamaica [April 16 to October 8, 1776]" Continued

No of Vessels Taken.	when Taken	year	Vessels Names.	Mastr Names	where Belonging.	Lading.	By which of his Majestys Vessels taken	Commanders Names.	Agents Names.
26	18 Septr	"	Schooner *Lady Carolina*	J. Douglass	Philadelphia	Provisions	*Squirrel*	Stair Douglas	Campbell & Gelbraith
27	20 "	"	Schooner *Benjamin*	Fra. Boardman	Salem	Candles &c.	*Atalanta*	Tho Lloyd	Ramsey's.
28	22 "	"	Schooner *Unity*	Seth Clark		Molasses, Sugar, Coffee &c.	*Porcupine*	James Cotes	ditto
29	27 "	"	Schooner *Adventure*		Nantuckett	Provisions, Lumber &c	*Boreas*	Cha: Thompson	Campbell & Gelbraith
30	27 "	"	*Hopewell*	Elisha Jones	Philadelphia	Flour, Candles &c	ditto	ditto	ditto
31	"		Schooner *Mary*	Bradford	ditto	Flour, Lumber &c	*Squirrel*	Stair Douglas	ditto.
32	"		Sloop *Tristram*	Will Scott		Tobacco	ditto	ditto	ditto
33	"	"	Sloop *Charlotte*	John Williams	Virginia	ditto, Flour &c	*Porcupine*	James Cotes	Peter & Charles Ramsey.
34	"	"	Sloop *Hannah*	Silvester Gray	Cape Nichola	Molasses, Sugar &c.	ditto	ditto	ditto
35	[14] "	"	Schooner *William*		ditto	Molasses, Sugar, Rum &c	*Maidston*	Alan Gardner	Mal: Laing
36	[25] "	"	Sloop *Dolphin*		ditto	Molasses, Rum &c	ditto	ditto	ditto

37	76	Sloop *Susannah*	Benj: Allen	Cape Nichola	Molasses, Sugar &c	*Atalanta*	Tho Lloyd	Peter & Charles Ramsey.
38		Schooner *Two Brothers*	J. Watkins	Maryland	Bread & Flour	*Racehorse*	Lieut Jones	Watkins.
39		Schooner *Polly*			Pitch & Tarr	ditto	ditto	ditto.
40		Brigg *Rebecca*			Rice &c	*Boreas*	Cha Thompson	Campbell & Gelbraith
41		Brigg *Ranger*		Philadelphia	Flour, Lumber &c	*Antelope*	Will Judd	Peter & Charles Ramsey
42		Schooner *Betsey*	Will Newman	Newberry	Molasses &c	*Winchelsea*	N. Bateman	ditto.
43		Schooner *Patsey*	Will Gorton	Virginia	ditto	ditto	ditto	ditto
44		Schooner *Will & Henry*	Rich Eastef	S Carolina	Sugar, Rum &c	ditto	ditto	ditto
45		Schooner *Dolphin*	John Cole	ditto	Rice	ditto	ditto	ditto.
46		Sloop *Amiable*	Louis Roux	Cape Nichola	Sugar, Rum & D Goods	ditto	ditto	ditto
47		Sloop *Pheba*	J. Gordant	Rhode Island	Flour & Lumber	ditto	ditto	ditto
48		Brigg *St Mary*		Cape Nichola	Gun Powder, Wine &c	*Antelope*	Will Judd	ditto

1. Gayton's Prize List, PRO, Admiralty 1/240.

9 Oct.

MINUTES OF THE EXECUTIVE COUNCIL OF NOVA SCOTIA[1]

At a Council holden at Halifax on the 9th October 1776

Present
The Honorable the Lieutenant Governor

The Honorable	Charles Morris Richard Bulkeley Henry Newton Arthur Goold John Butler	Counsellors

The Lieutenant Governor having Applied to Major General [Eyre] Massey for a party of the Troops, to defend the Coasts from the Insults and depredations of the Rebels. – And the General having Agreed to give Eighty Men for that purpose. – It was Resolved that thirty Men be sent to Liverpool and fifty to Yarmouth. –

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1. N. S. Arch.

MASTER'S LOG OF H. M. S. *Milford*[1]

October 1776	Do [Seal Island] No 48W. 26 Leags
Wednesdy 9	at 8 AM Departed this Life Michael Royne Marine Committed the Deceased to the Deep, saw a Sail to the NW set Steering sails and gave Chace. First part Modt & Hazey latter Fresh Breezs & thick Fogg, Fir'd 6 Shot at the Chase ½ past Brot her too she proved to be the *Lively* Snow taken by an American privateer

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1. PRO, Admiralty 52/1865.

LIBELS IN NEW HAMPSHIRE ADMIRALTY COURT AGAINST THE PRIZE SCHOONERS *Glasgow* AND *Neptune*[1]

State of New-Hampshire, Rockingham ss.

A Libel is filed before me, against the schooner named the *Glasgow*, burthen about 35 tons, her cargo and appurtenances, commanded by John Cabot: – Also against the schooner named the *Neptune*, of about 50 tons burthen, her cargo and appurtenances, commanded by Thomas Fuller, which vessels are said to have been the property of some inhabitant or inhabitants, subject or subjects of Great Britain, and taken and brought into the county of Rockingham: This notice is given, agreeable to the laws of said state, that the maritime court erected to try and condemn all vessels found infesting the sea coasts of America, and brought into the county of Rockingham, will be held at the court house in Portsmouth, the 29th day of

October instant, at 10 o'clock before noon, to try the justice of said captures, that all persons concerned, may appear, and shew cause (if any they have) why the said vessels, their cargoes and appurtenances should not be condemned.

J. Brackett, Judge of said Court.

Portsmouth, October 9th, 1776.

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1. *The Freeman's Journal,* October 29, 1776.

JOURNAL OF THE MASSACHUSETTS COUNCIL[1]

[Watertown] Wednesday October 9th 1776.

Letter from Committee of Correspondence &c Newbury Port setting forth that Capt George Evans in the Brig *Necessity* was sent into said Port by the privateer *Hancock* Capt Wingate Newman that the Owners of said privateer have Discharged Capt Evans and his Brig and desiring directions whether said Capt Evans shall unload & dispose of his Cargo and whether be permitted afterwards to Load with any produce that may be Shipped from hence to Foreign parts &c[2]

On Motion Ordered That Thomas Cushing and Samuel Holton Esqrs be a Committee to examine the Acts relative to Armed Vessels to know whether the Board has a right to grant Commissions to privateers that shall be fitted out by this State.

On Motion Ordered That Daniel Hopkins Esqr be a Committee to propose a draft of a Commission for Armed Vessels fitted out by this State.

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1. Mass. Arch., vol. 19, 263–65, 266.
2. *Ibid.,* vol. 165, 324, the *Necessity* was a Bermuda vessel. The Council allowed Evans to dispose of her cargo of salt, molasses and limes, and to load with local articles.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT[1]

[Watertown] Wednesday October 9th 1776.

Whereas the Armed Sloop *Freedom* Capt John Clouston belonging to this State, has had the misfortune to have her Mast split, and is thereby disabled from continuing on her cruize, and is now in the Harbor of Plymouth. –

And Whereas it will be much for the advantage of this State, that the said Sloop should be altered into a Brig: and the Masts Sails, & Rigging of the Brig *Rising Empire,* belonging to this State lately condemned & now in said Harbor, are every way suitable for that purpose. –

Ordered, that Ephraim Spooner Esqr of Plymouth be desired, and is hereby impowered in conjunction with Capt Clouston to see that the Masts, Sails, & Rigging belonging to the Brig *Rising Empire* be taken out of her, and forthwith applied to equip the said Sloop as a Brig. that she may be able as soon as possible to proceed on her Cruise. –

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1. Mass. Arch., vol. 36, 1, 5.

ORDER OF THE MASSACHUSETTS COUNCIL RESPECTING THE BRITISH PRIZE TRANSPORT BRIG *Henry and Ann* [1]

In Council [Watertown] Octr 9th: 1776. –

Whereas the Prize lately taken by Capt Souther Commander of the Brigt *Massachusetts* was sent into Townsend and has since been taken possession of by Mr Timothy P[a]rsons, Agent for the Eastern District & by him removed from thence to Wiscasset & there at present detained, which the Capt[o]rs apprehend May be Very detrimental to their Interest, It is therefore Ordered that Mr Timothy Parsons Agent for the Eastern District, be and hereby is directed to deliver the Said Prize to Capt Souther or to his order, to Convey her to such Port in this State as Said Souther may think will be most condusive to the Interest of all Concerned[2]

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1. Mass. Arch., vol. 165, 325½.
2. The *Henry and Ann* was brought into either Salem or Boston, and was libeled against in the Middle District for trial at Salem on November 19, 1776, *Independent Chronicle*, Boston, October 31, 1776.

PETITION OF ADAM HELME TO THE MASSACHUSETTS COUNCIL[1]

To the Hon'ble Council for the State of Massachusetts Bay

Adam Helme in behalf of Adam Babcock Esqr humbly Sheweth, that the said Babcock is now loading a Brigantine at Dartmouth in the State aforesaid by Order & on Account of Congress as by Contract may be seen; which Brigantine it is thought necessary to Arm in some Degree. Your Honors are therefore requested to dispose of to (the said Babcock) for the purpose aforesaid a pair of small Cannon three Pounders belonging to this State which are now at Dartmouth aforesaid and entirely useless at present

Adam Helme

Watertown Octr 9, 1776

As the Honble Council with respect to the above Cannon I would propose to their Honors the depositing in the Hands of Mr Leonard Jarvis of Dartmouth (in whose care they were left by Thomas Durfey Esqr[)] a pair of larger Cannon (six pounders) as security for the above three Pounders until their Honors shall think proper to receive pay for them or until Mr Babcock can replace them with a pair of the same size

Adam Helme

[Endorsed] State of Massachusetts Bay Council Chamber Octr 9, 1776

It being represented to this Board that this State have two Cannon, three pounders, at Dartmouth, which Adam Helme has petitioned may be disposed of to him or will leave two other Cannon, Six pounders, in the Room thereof untill he shall replace the two, three pounders – Ordered that Mr Leonard Jarvis (or such Persons under whose care the said Cannon are placed) be desired to deliver Mr Adam Helme the Two Cannon, three pounders on his delivering the two Cannon Six pounders, provided they are sound. the two Cannon so left to be subject to the Orders & Use of this

State till the other two Cannon are returned or paid for at the Option of this Board –

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1. Mass. Arch., vol. 165, 327, 328.

LIBEL IN RHODE ISLAND ADMIRALTY COURT AGAINST THE BRITISH PRIZE SHIP *Thomas*[1]

State of Rhode Island
and Providence Plantations } To the Honorable John Foster Esquire Judge of the Court of Justice created for the Trial of Prize Causes in and throughout the State aforsaid

Arthur Crawford of Providence in the County of Providence and State afor[e]said Mariner Commander of the Private Sloop of War called the *Hawke* fitted out from Providence afor[e]said and duly Commissioned with Letters of Marque and Reprisal to Cruize against the Enemies of the United States of America, Comes into this Honble Court and for himself and in Behalf of the Owners of and the Officers and Mariners belonging to said Sloop, gives your Honor to understand and be informed That on the Twenty first Day of September AD 1776, being on a Cruize against the Enemies of the said United States on the High Seas, in Latitude 45°. and Longitude 48° he took and captured the Ship called the *Thomas* burthened Two Hundred Tons or thereabouts late Commanded by one Thomas Bell with her Appurtenances together with her Cargo consisting of Blankets, Coarse woolen Cloths, Irish Linnens, Sheeting, Shoes, Stockings, Dowlass, Brandy, Port Wine, bottled Porter, Cheese &c.&c.&c. bound from London in the Kingdom of Great Britain to Quebec in the Province of Canada; and which said Ship with her Appurtenances together with her Cargo before the time of Capture belonged to and were the Property of some of the Inhabitants of the Island of Great Britain, and were designed to supply the British Fleets and Armies now acting against these United States; and that your Informent hath sent the said Ship into the port of Providence within your Honors Jurisdiction. Wherefore he humbly prays that your Honor would take the Premises into Consideration, and order the proper Process and Monitions to issue as are in such Cases required by Law or that your Honor would otherwise Proceed as to Justice and Right appertaineth.

John Cole Proctor } for the said Arthur Crawford &c.&c.

[Endorsed] Libel vs Ship *Thomas* and Cargo. Recd Octor 9th: 1776
Trial ordered to be Octor 28: 1776.

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1. Admiralty Papers, vol. 9, R. I. Arch.

NATHANIEL SHAW, JR.'S ACCOUNT AGAINST THE BRITISH PRIZE SHIP *Sally*[1]

1776	The Prize Ship *Sally*	[Dr.]	1776	The Prize Ship *Sally*	Cr
Octo 5	To 4 Oars 64 feet		Octo	By 44 lb Iron Chains *A Revenue*[2] @ 1/	£ 2..4..–
	To pd Love Beebe for boarding Jonah a Swede & John Morrison of the Guinea Man 1 Week	1..0..0		500 lb Lead do do for Muskett Ball By 196 lb Lead do *O[liver] Cromwell*	
9	To pd Jas Robeson for boarding John Tennant of do 1 Week 10/ pd do 10/	1..–..–		By 2 bolts English Duck No 4 79 yds By 3½ ditto No 2 137 yd By 2 lb Twine Brig *Defence*	
	To pd Charles Jeffery for boarding the 2d Mate, Trading Mate, Boatswain & Cooper	2..8..0		By 3 paint brushes 40 lb Nails, 15 lb Oakham board *Defence*	
	To pd Benja Malleson boarding Thos Jones of the Ship *Sally* 2 Weeks	1..0..0		2 four pound Cannon wt 16 @ £4 –	
	To pd Mrs Waterman for boarding Richd Cocknel Thos Jones Thos Hollaway Thos Rye Robt Sanders Charles Bateman of the ship *John*	5..2..–		2 Carriages for do mr Babcock the Cartage from Salsbury to Hartford 50 Miles	

To pd Thos Lothrop Boarding Prisoners 1.13..6 pd do for do	
To pd Noble Hinman for boarding J Watts a Passenger	20.19..5
To pd Love Beebe for boarding Thos Collens & Nicho Jafe 11 Weeks	22..–..–
To 2 Shirts & Jackets & 2 pr trouses	3..2..–
To paid for Raggs 6/	
To pd Jean Roberts for boarding Thos James & Thomas 11 Weeks	22..0..–
To pd ditto for Rags 13/9 & for Rum 15/	1..8..9

2 half Whore By ropes wt 28.3 1 half Worn B[uy] rope wt 12 7 Small New Hawser 20 3 2 New Buys @ 15/ 1 New Cable wt 24 Ct 6 Sails 8 Iron Bound Cask @ 18/ 4 do @ 6/ 10 do @ 16/ 3 do Buts – 30/ 31 do @ 36/. 7½ lb Old Brass Copper pump 15/.	*O*[*liver*] *C*[*romwell*]
5 Iron Bound Punchions to *Defence*	
161 lb Cordage deld Capt Walker in the Bomb Brig	
9½ yd Canvas Bring *Defence*	
27 lb Sps Brown Ground in Oile 1 Brush 1 Sieve	board do
1 Large Ensign – 1 old St Georges Jack – 1 Broad Pendant –	Brig *Defence* £8
7 bus Cole to *Defence*	
23 bus do to Fort Trumbull	
2 lb Salts to Brig *Defence*	

Of the Prize Ship *Sallys* Stores Mr [Barzaleel] Beebe took 2 Check Shirts for Capt Harding & 2 for himself
Liut [Samuel] Smedley took a small Silver watch the Cristial Brook

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1. Nathaniel & Thomas Shaw Collection, Ledger 9, YUL. The *Sally* was a prize of the Connecticut state brig *Defence*.
2. Connecticut privateer sloop *American Revenue*.

JEREMIAH WADSWORTH TO BARNABAS DEANE [1]

[Extract]
Dear Sir Saw Pitts 9th Octob 1776

Your Favour of the 6th Instt I recd Yesterday by the returng Post who was flying and I cou'd not acknowledge it by him Is it Possible that Capt Mortimer has forgot his engagements. You remember how often I urged [John] Cotton to clinch that Rigging. However I am surprised at Nothing the daily disappointments I meet with, prepare me to believe any thing. The Rigers I believe will do as they please about the pric of their Labour or quit; Curse on such double dealing I think this Country is older in fraud & Chicanery than G Britain. This day several Ships & Tenders passed Fort Washington and penetrated through all our Cheaveaux D'frieze, Sunken Vessels & the Devil knows what, and have arrived safe on Taupon Sea a wide place about 4 Leagues above the Bridge. This will obstruct our Navigation down that River & bring us to the Necessity of much Land Carriage and if the Enemy effectually Stop the Navigation of the Sound their will be great difficulty in supporting our Army. . . .

I am very greatly mortified that You are so disappointed about the Ship,[2] and I suppose the Communication with the Jersys will be cut of[f] or greatly Obstructed but if it should be otherwise I dont see as any hemp will be had. the Devil has got footing among all orders of Men and we are going at a great rate to ruine unless a speedy alteration takes place. half the World are speculating. I fear the Person who [you] dispatched about the Hemp deserves a Neckcloth of it. I have no news from him Yet. . . .

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[1] *Collections of the Connecticut Historical Society,* XXIII, 40–42.
[2] The Continental frigate *Trumbull* built under Barnabas Deane's supervision.

GOVERNOR SIR GUY CARLETON TO LIEUTENANT GOVERNOR HECTOR CRAMAHÉ[1]

[No.] 195 Off Wind Mill Point 9th of October 1776

Sir I have got thus far with the armed Vessels, except the *Inflexible* which I expect up tomorrow or next day at farthest, after which we shall take the first favorable wind to proceed upon our expedition.

I have given a Commission to Captain La Force to build a vessell for lake Ontario, in the execution of which I beg you will give all the assistance he may require – We have no news of Burn who was sent down to you ten days ago. I am &c

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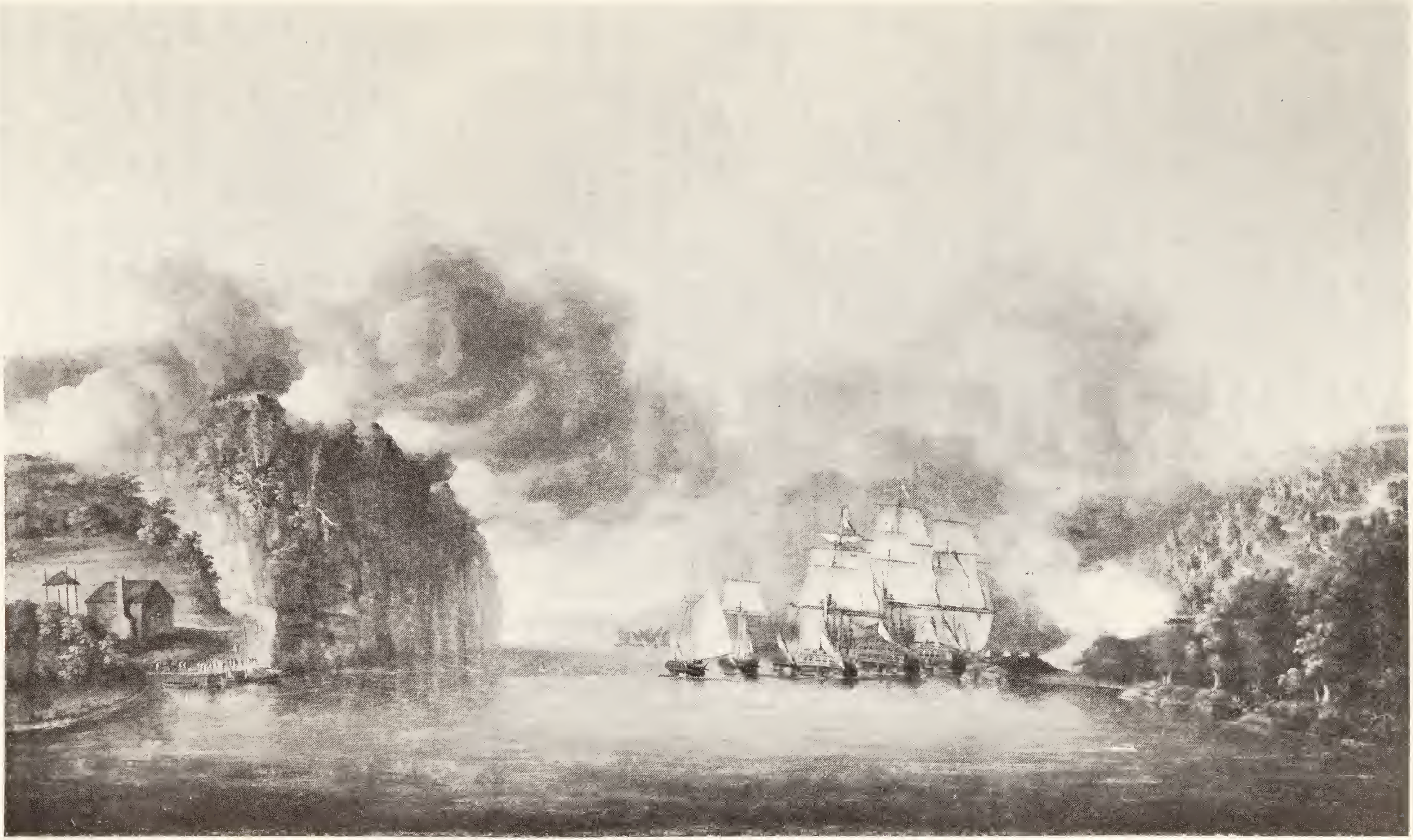
[1] Guy Carleton Letter Book, Haldimand Papers, Additional Ms. 21699, BM.

JOURNAL OF H. M. S. *Phoenix,* CAPTAIN HYDE PARKER, JR.[1]

October 1776. –
Wednesday 9th

At Single Anchor in North or Hudsons River. at ½ pt 7 A:M Weigh'd and came to Sail in Co His Majesty's Ships *Roebuck, Tarter, Tryal* Schooner, & two Tend-



Ships of the Royal Navy Forcing Passage Up the Hudson River.

ers at 50′ past 7 the Rebels began a heavy Cannonading from several Batteries on each Side of the River at ½ past 9 got through the Passage by the Chevieux de Frieze, Sunken Vessels &ca Hoisted two Flags at the Main Topgt Mast Head as private Signals, which was Answer'd by the *Repulse*. In passing the Forts a Mid, two Seamen and a Boy were Kill'd and twelve others wounded, Our Mizen Mast & Mizen Topmast entirely disabled, Main Stay, and Several of the Lower & Topmast Shrouds Cut; The Sails & Running Rigg very much damaged; The Spare Main topmt some other Sparrs & the Boats very much Shatter'd. We also received 4 Shot through our Hull, at Noon in Co as before, In Chace of Four of the Rebel Gallies &ca sent the *Tartar* a head to Cut them off. Dobbs Ferry ESE Distance ½ a Mile

Mode & Cloudy Wr in chace as before at 1 P.M. two of the Gallies, a Schooner, and Two Sloops ran onshore, At ½ pt Anchor'd with the B: Bower in 7 fm abreast of a Galley. Fir'd Several Broadsides to Scour the Shore & sent the Long-boat & Cutters wth two Hawsers to make fast to the Galley; At ½ pt 1 the *Roebuck* Anchd abrest of the other Vessels & the *Tartar* abreast of the other Galley. At ½ pt 3 hove off the Galleys &ca and at 4 weigh'd & came to Sail in Co as before, and two Row Gallies, Two Sloops, & One Schooner Prizes. At 5 Anchd wth the B: Bower in Tapan-Bay in 6 fm Veer'd to 1/3 of a Cable Tarry Town NE Distance Off Shore a Mile. At 6 Committed the Bodies of the Deceased to the Deep.

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1. PRO, Admiralty 51/694.

Master's Log of H. M. S. *Roebuck*[1]

October 1776 Glass House Point SSW

Wednesday 9th AM. at 4 berrocaded the ship at 7 weigh'd and made sail with the *Phenex, Tartar, Tryal* Schooner & *Phenex* & *Roebuck*'s Tenders ½ past 7 the Enemy begun to fire upon us from their Batterys on Forts Lee & Washington and at 9 being past them they ceas'd firing at 11 the *Pembroke* brought of[f] a sloop which the Enemy had left at anchor, at Noon Anchor'd off Merlins Landing in 7½ fath about 1½ Cable from the Shore. In passing the Battery, the small Cutter was Shatter'd to pieces found it Necessary to Cut a drift, Lieut Leek & Mr Hitchcock Midst were killed and three Seamen & 7 Seamen Wounded open'd a Cask of Beef No. 17 Contg 186 Short 2 Pieces

Fresh gales & cloudy P.M. at 1 sent a Warp on board one of the Enemy's Sloops which was a Shore abreast of us & got her off as the *Phenix* & *Tartar* did one of their Galleys, & the *Pembroke* a Schooner with Provisions Arms &c on board at 5 Weigh'd and made sail & at 6 Anchor'd in 7 fath Tarry Town NE 1 Mile

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1. PRO, Admiralty 52/1965.

Journal of H.M.S. *Tartar,* Captain Cornthwaite Ommanney[1]

October 1776 Sailing up the North River

Wednesday 9 Mode and Cloudy wr at 7 AM weighed and came to Sail in Co with his Majesty's Ships *Phoenix Roebuck Tryal* Schooner and two Tenders at 8 do Five Batterys on the York and two on the Jersey Shore began to fire on us likewise hove a number of Shells with a Continual Fireing till ½ past 9 after Hulling on [us] several times, wounded our Masts and cutting a great deal of the Rigging and Sails a Shott went thro the Mizen Mast and afterwards killd a Midshipmn[2] the Splinters of the Masts wounded the Captn Lieut of Marines & Pilot after pasing the Batterys the Enemy began to Fire Small Arms from the Woods, which they continued for several Miles up the River at 10 gave chace to the Enemys Galleys, at 11 drove on shore several of their Merchmn and the *Independence* Galley at Noon drove on Shore the *Crane* Galley and continued Chace

Light Breezes and Cloudy, found that the rest of the Galleys had got out of Gun Shott, by the Assistance of their Oars at ½ pt 1 came too abreast of the *Crane* Galley sent a Lieut and some Men and took possession of her

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1. PRO, Admiralty 51/972.
2. *Ibid.,* Midshipman John Scott, buried the next day.

"Return of the Killed and Wounded onboard His Majesty's Ships passing the Batteries the 9th October 1776." [1]

	Killed				Wounded									
											Marines			
Ships Names	Lieutenant	Midshipmen	Seamen	Servants	Boatswain	Carpenter	Midshipman	Seamen	Servants	Negro-Man	Lieutenant	Corporal	Drum	Private
Phoenix	–	1	2	1	1	1	–	8	1	1				1
Roebuck	1	1	2	–	–	–	1	2	–	–		1		
Tartar	–	1	–	–	–	–	–	–	–	–	1			

Total killed 9
Wounded 18
27.

Copy H. Parker.
[Endorsed] In Lord Howes Lre of 23 Nov 1776

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1. PRO, Admiralty 1/487.

Narrative of Captain Andrew Snape Hamond[1]

[H. M. S. *Roebuck,* October 3 to October 9, 1776]

3d Octr The *Daphne* arrived from England with Burgoyn[e]'s Regimt of Light Horse: They had 10 weeks passage, and gave account that the Hessians had sailed about the same time, so that they were now hourly expected.

[5th] As the Rebel Army was chiefly supplyed by the North River, and placed great dependance upon it, they had taken a great deal of pains to throw a Boom a cross, by sinking Vessels & frames of Timber, to prevent our ships from passing up. They had placed these obstructions in the narrowest part, where the

9th Octr River is about 12 hundred Yards wide, between two High Lands, having Fort Washington on the Right, and Fort Constitution on the left, each containing several batterys of heavy cannon, placed at some distance along the shore, and six row Galleys with each a large Gun in their prow guarded the boom in front; so that, we understood, they looked upon it to be perfectly secure: and it is possible, from seeing the great preparation they had made, we might also have thought so, if a deserter had not informed the Admiral that there was a passage open between two of the sunken Vessels (which his Brother the Ferry

Man had given him marks for) and offered himself as a Pilot. This intelligence was exceedingly agreable to both the General & Admiral, concieving, that if ships could be got up the North River, the Rebel's supplys would not only be cut off from Albany & that country, but even their Communication with the Jerseys would become very uncertain & unsafe which could not fail of distressing them, and would very much assist in the intended opperation of surrounding their Army as soon as the Hessians should arrive.

9th Octr The *Phoenix Tartar* & *Roebuck* were therefore ordered upon this service, when after waiting a few days for an opportunity they passed through on the 9th Octr without the least obstruction, and with but little loss, considering they were an hour & a quarter within the Enemys fire.[2] The Galleys made the best of their way up the River, but two of them, with sevl other Vessels that came with supplys to the Rebel Camp were soon over taken, and fell into our hands: the former of which was a great acquisition to us, as they never after dared to shew us their Galleys again. Much praise is due to Capt Parker on this occasion (who led, in the *Phoenix)* for his steadyness & good conduct – when they drew near to the danger, the Pilot, in great confusion told him, that the marks which then appeared were not those that had been described to him, and he was totally at a loss. upon which C. [Captain] Parker, very prudently, imediately determined to take his chance where he knew the deepest water to be, which was Close to the eastern Shore, and which was the passage he came through when he passed down, before the obstruction of the Channel were said to be completed.[3]

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[1] Hamond, No. 5, UVL.

[2] In the margin of his narrative, Hamond listed the losses of the three ships as follows:

> The *Phoenix* lost a Midn & 2 Men & had several wounded.
> The *Tartar* had a Midn killed & 2 or 3 woundd.
> The *Roebuck* lost the 1st Lieutenant a Midshn & 2 Men and had 4 wounded.

The *Phoenix* actually had 4 killed and 13 wounded.

[3] *Ibid.,* No. 1, a second version of the passing of the batteries is contained in a rough sheet attached to the narrative. It reads:

> an American came into our Camp & stated that he was Brother to the Ferry Man who plyed from Fort Washington on the York side to Fort Lee on the Jersey shore, who had informed him that there was an opening in the Dam by which ships might pass, and had showed him where it was, and being asked if he would undertake to Pilot a ship through the opening, to which he assented for a Reward – The General upon this Information very strongly & officially pressed the Admiral to take advantage of this Information when 3 ships were ordered on that service the *Phoenix* Capt Parker *Roebuck* Capt Hamond & *Tartar* Capt Ommaney and embracing the first opportunity of a strong wind & flood Tide each ship followed in a Line after the other, having previously considered what would be best to be done in the Event of the Guide proving Treacherous a favorable opportunity offered abt Noon on when Capt Parker being senior officer Led the way & steered by the direction of the Guide towards the Middle of the Dam having Pistols laying on the Binnacle telling the guide what would be his Fate if the ships should stop in their passage. He for some time persisted in his

knowledge, but on the near approach confessed his perfect ignorance – Fortunately this had been so strongly suspected, that Capt Parker immedty hauld up to the side where it was known the deepest water lay – and the ships all passed within 40 yards of the Muzzles of the Enemys Guns in the Batterys of Fort Washington – amidst the fire of 100 Cannon from both sides of the River – in little more time than about 20 minutes –

LIEUTENANTS JEREMIAH PUTNAM AND NATHANIEL CLEAVES TO GEORGE WASHINGTON[1]

North River October the 9th 1776

Sir this is a Coppey of the precedings On Bord the galley *Independance* On the 8th Coll [Benjamin] Tupper sent Orders On Bord for Capt [John] Baker to prosceed On shore and that there Was no farther Buisness for him On Bord On the 9th at about 7 A M We Observed the Ships Below to Be moving We Imeadetly Cauld all Hands, after seeing the Other Galley Under way We hove Up and stood Up the river after them and When We got Above the Chevax De, free, spoke with Cook and askt what he Intended to Doo. He answerd that he Did not know But stood Up the River and said there Was Not Warter Enough to Goo in to the Creek the Wind Being Morderate We gained a head of them wich gave Us Encoregment to keep along it soon after Breezd Up & the Ships Gaind Upon Us fast: and at about 11 A M the[y] Began to fire Upon Us With theire Bow Chases at About twelf they Over reacht Us wich Causd Us to Bare in Shore and at ½ P M We run her On shore Just Above Dobsey [Dobbs] Ferry Where We had not time Enough to Git Our people and things On shore in the Boates: and the shiping Began the fire Wich Obligd Us to Swim On shore. But no Lives Lost But, part of theire Guns and Cheif of theire Baggage, and I Observed the Enemy to hawl Up theire Boats And man them, Wich, they Emeadetly Dropt On stern and fired a Bradside of Grape Shot as we Ley in the Bushes and Emeadetly sent theire Boat On Bord With a Warp and hove her a long side from your [&c.]

Jerem^{h} Putnam Lt
Nathaniel Cleaves Liut

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1. Washington Papers, LC.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH[1]

[Headquarters, near Harlem] 9th [October]. – Early in the morning, three ships, two of 40 guns, and one frigate, with two or three tenders, stood up the North River. They were briskly cannonaded from Fort Washington and Fort Constitution. They however passed our works and the chevaux-de-frise; the American galleys, small craft, and two large ships standing on before them. The two ships were run on shore near Phillips's mills, and two of the galleys near Dobbs' Ferry. The enemy took possession of the two galleys, and got them off. A boat landed a number of men, who plundered a store, stove the casks, and then set the store on fire, and left it. The Americans soon extinguished the fire.

Our General ordered Col. [Paul Dudley] Sargent, with 500 infantry, 40 light-horse, Capt. [Jotham] Horton of the artillery, with two 12 pounders, and Capt. [Edward] Crafts with a howitzer, to march immediately, with all possible expedition, to Dobbs' Ferry. The enemy took a schooner loaded with rum, sugar, wine, &c. and sunk a sloop, which had on board the machine, invented by, and under the direction of, a Mr. Bushnell, intended to blow up the British ships. This machine was worked under water. It conveyed a magazine of powder, which was to be fixed under the keel of a ship, then freed from the machine, and left with clock-work going, which was to produce fire when the machine had got out of the way. Mr. Bushnell had great confidence of its success, and had made several experiments which seemed to give him countenance; but its fate was truly a contrast to its design.[2]

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1. Abbatt, ed., *Heath Memoirs,* 60–61.
2. Bushnell recovered the *Turtle.* See Appendix B.

GEORGE WASHINGTON TO JOHN HANCOCK[1]

[Extract] Head Qurs, Heights of Haerlem
Octr the 9th [1776]

About 8 o'clock this morning, Two Ships of 44 Guns each, supposed to be the *Roebuck* & *Phoenix* and a Frigate of 20 guns, with Three or Four Tenders, got under way from about Blooming dale where they had been lying some time and stood with an easy southerly breeze towards our Chevaux de Frise, which we hoped would have intercepted their passage while our Batteries played upon them, But to our surprise and mortification, they ran thro without the least difficulty and without receiving any apparent damage from our Forts, tho they kept up a heavy Fire from both sides of the River. their destination or views cannot be known with certainty, but most probably they are sent to stop the navigation and cut off the supplies of boards &c. which we should have received and of which we are in great need. They are standing up, and I have despatched an Express to the Convention of this State,[2] that notice may be immediately communicated to Genl [George] Clinton at the Highland Fortifications to put him on his guard in case they should have any designs against them and that precautions may be taken to prevent the Craft belonging to the River from falling into their hands.

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1. Papers CC (Letters from George Washington), 152, III, 139, 141–42, NA.
2. *New York Provincial Congress,* I, 669.

TENCH TILGHMAN TO MAJOR GENERAL WILLIAM HEATH[1]

Sir Head Quarters 9th October 1776

I have this Moment yours of this Evening. The Party of 100 Men were ordered up to assist a Detatchment of Artillery in covering the two New

Ships, should the Enemy attempt to cut them out or destroy them. Soon after I got home from Fort Washington I recd a Report that the Enemy had passed the new Ships and were landing at Dobb's Ferry, I then directed Colo [Joseph] Read to desire you, if that should be the Case to send the Feild Peices and Howitzers forward if it should be judged necessary, and as Genl Clinton best knew the Ground to consult him upon the Necessity of sending on the Artillery, and if it was sent, that a strong covering Party should go with it. Till I recd yours I heard no more of the Matter. I am sorry you have been misinformed as to the Movement of the other Ships below, they have never stirred from their Moorings. You will therefore be pleased to order Capt Benson to be as expeditious as possible in getting the new Ships afloat and bringing them down to where they may be conveniently ballasted. I will take proper Care of the prisoners you are sending down –

While I was writing the above by his Excellency's Direction he went to Bed. I thought it a pity to disturb him to sign it. I therefore have the Honor to subscribe myself [&c.]

Tench Tilghman

1. Heath Papers, MassHS.

Journal of Ambrose Serle [1]

[On board H.M.S. *Eagle,* New York]
Wednesday, 9th [October]

This Morning the *Phoenix,* the *Roebuck* and the *Tartar* sailed up the North River above the Cheveaux de Frize of the Rebels under a heavy Discharge of their Cannon, which was not perceived to do them any Damage. The *Pearl* & *Repulse* kept where they were before; so that now the North River is in full Possession of His Majesty's Fleet, and the Retreat of the Rebels entirely cut off from N. Jersey. Their Vessels and Boats made the best of their Way up the River; but it is not yet known, whether any of them are destroyed or taken. The Rebels, we find, are deserting apace, are very sickly, and much dispirited. They are also retiring backward, destroying Corn & Hay as they go, further into New Jersey from Bergen & Newark, and the adjacent Parts.

1. Tatum, ed., *Serle's Journal,* 121.

Diary of Frederick Mackenzie [1]

[New York] 9th Octr – At half past 7 in the morning The *Phoenix, Roebuck,* and *Tartar,* weighed anchor, and having the advantage of the flood tide, and a brisk Southerly wind, stood up the North River, followed by three or four small tenders. As soon as the Rebels perceived them under way, they beat to arms and manned all their batteries on each side of the River. About 8 o'Clock they began to fire very briskly at the Ships from both sides, but particularly from the batteries near Kingsbridge and immediately opposite. The Ships fired but little, and in about 3/4 of an hour had entirely passed those batteries without receiving any damage that could be observed by us. In their passage up, while we could see them, they drove about 20 sail of small craft before them, some of which they took. About 10 o'Clock they were again fired on by Some of the Batteries up the River, but as they were then out of our sight, it was not known what the consequence was.

This movement is certainly connected with the general plan for the attack of the Enemy, and points out clearly that our operations are intended against Mr Washington's Army on this Island.

1. *Mackenzie's Diary,* I, 75.

Continental Marine Committee to the Rhode Island Frigate Committee [1]

Gentlemen [Philadelphia] October 9th 1776 –

We have been presented with a Letter from John Langdon Esquire Continental Agent at Portsmouth in New Hampshire to Josiah Bartlett Esquire a member of Congress, giving a very extraordinary account of your proceedings in respect to the Canon cast in your State for the use of the Continental Frigates. He says that the frigates at Providence cannot be ready to go to sea for two or three months, and that the frigate at New Hampshire waits only for Cannon, which under One pretence or other you have refused to supply him with altho they are lying useless in Rhode Island, and another Set might be cast in time for your ships. He represents your refusal of his reasonable request as having its foundation partly in interested motives and partly in Jealousy of the New Hampshire ship being at Sea before yours.

We cannot pretend to judge of the propriety of his Observations having only heard One side, but if the representation he has made be a just one, we shall think the Continental Interest was much misplaced when put into the hands of those who are capable of acting from such Motives against the public good. You'l observe we do [not] pretend to decide on your conduct, because we are willing to hear your defence of it. Mr Langdon is a Gentleman of character and puts his name to what he writes, therefore we suppose he will be ready to make good his charge, however it is not our present purpose to inquire into your conduct at this time, but to inform you that we have sent Mr Langdon Orders to call on you again for a Set of Cannon suitable for the New Hampshire Frigate, & as we understand those Cannon are paid for out of the Moneys you have received and drawn for, We now direct and insist that a compleat set of the Cannon most suitable for that Ship be immediately delivered to the said John Langdon Esquire or to his order for the use of the Continental Frigate the *Raleigh* now at Portsmouth, and we request that you will render him or his Agents all the assistance in your power in transporting the said Cannon to Portsmouth in the most safe and expeditious manner. Mr Langdon has said nothing about Shot or other stores, but as it is our business to consider and attend to the Continental Interest at large abstracted from Jarring Interest or Jealousey of one State against another we likewise desire you may Supply Mr Langdon with Shott or any other Stores you have provided for the Continental service provided he wants them to expedite the sailing of the *Raleigh* which is now under Orders for immediate service. We also inform you that we shall send an Agent to inspect the state of the Frigates built under your direction that we may include them in our intended report to Congress.– We are Gentlemen [&c.][2]

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1. Marine Committee Letter Book, 27–28, NA.
2. *Ibid.*, the Marine Committee also wrote this date to Stephen Hopkins: "We hope Sir, that, your attachment to the general Interests of America, Your regard to the character of your State and your Friends employed therein, and your influence in that State will all combine to have those abuses re[c]tified. . . ."

CONTINENTAL MARINE COMMITTEE TO THE RHODE ISLAND FRIGATE COMMITTEE[1]

Gentlemen [Philadelphia] October 9th 1776

We the Subscribers Members of the Marine Committee of Congress being duely authorized to give such directions as may conduce to the Service of the United States of America in all things relative to this department, are now of opinion that a Compleat Set of the Cannon you have had Cast for the Continental Service ought to be applied to the immediate use of the *Raleigh* Frigate and therefore do Order and direct that you deliver a sufficient number of the most suitable Cannon for that Ship to John Langdon Esquire or to his Agent employed for the purpose of receiving and forwarding the same to Portsmouth, and for so doing this shall be your Warrant. Given under our hands at the Marine Office in Philadelphia the day and year above written. –

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1. Marine Committee Letter Book, 28–29, NA.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN NATHANIEL FALCONER[1]

Sir [Philadelphia] October 9th 1776 –

You are hereby authorized and directed to repair to Providence in Rhode Island and there view examine and inspect two frigates lately built & now lying at that place. You are to call on the respectable Committee of Gentlemen under whose direction they were built and are to be fitted; give them notice of your arrival and appointment to this service, require from them an Inventory of the Continental Stores provided for these Ships, and examine into the quality of the same compareing the said Stores with the Inventory to see that they agree, and you are to make report as soon as may be to this Committee of the State and condition of these Ships, as to the Strength, workmanship, beauty and other qualitys, also as to the quality and quantity of Stores, Number of Men and Officers belonging to them and of their forwardness for the Sea; and all persons employed in the building or fitting of said Frigates are hereby required to aid and assist you if need there be in performing the service hereby enjoined you, and for so doing this shall be your Warrant.

Given under our hands at the Marine Office the day and year first above written.

1. Marine Committee Letter Book, 29, NA.

Continental Marine Committee to John Langdon[1]

Sir [Philadelphia] October 9th 1776. –

Your friend Mr Bartlett having laid before this board your Letter to him of the 14th Ultimo respecting the conduct of the Committee at Providence Rhode Island, on your applying to them for Cannon for the *Raleigh,* this conduct appears to us in the most extraordinary point of light, but as it is unbecoming of public Bodies, to condemn the conduct of any before they are heard in their own defence, We have wrote them of this date telling the points of which you complain and ordering them to deliver you a compleat set of the Continental Cannon in their possession those that are most suitable for the *Raleigh,* and further we have directed them to deliver you Shot or any other Continental Stores they have, if you think them necessary to expedite the sailing of that ship. we have also requested them to afford you any assistance in their power in transporting the cannon and Stores safe and soon to Portsmouth. We may not omit telling you that we have thought it only common justice to send Governor [Stephen] Hopkins a Copy of your Letter as the Commee were all of his appointment. We have said that deeming you a Gentleman of honor we doubt not but you will support the charge made against them, and under that beliefe we think it is justly your due and return you thanks for the information given us, as well as for your apparent solicitude for the public good. We have determined to have the Frigates inspected, and report made thereon. Before we close we must request your utmost exertions to get the *Raleigh* out to Sea, and the Captains and other Officers Commissions will now go forward immediatly We are sir [&c.]

1. Marine Committee Letter Book, 29–30, NA.

Continental Marine Committee to the New York Convention[1]

Gentlemen [Philadelphia] October 9th 1776 –

Having received information that some of the enemies Ships of war and Tenders have passed the obstructions laid in Hudsons River, and got above the same; we are very anxious for the fate of the Frigates now building in your State. We therefore earnestly desire to direct your close attention to some probable means of securing the said Ships; either by launching them immediately, if possible, and removing them to some place of greater Safety, or by such other Methods as your wisdom shall devise. With great respect. We are Gentn [&c.]

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1. Marine Committee Letter Book, 30, NA.

Pennsylvania Gazette, WEDNESDAY, OCTOBER 9, 1776

Philadelphia, October 9.

By a letter from Boston, dated Sept. 30, we are informed . . . Captain [William] Co[a]s, of the *Warren* privateer, has carried into Newburyport, or Cape Ann, a very rich prize, laden with sugar, rum, cotton, plate and money.[1]

We hear a large prize ship from Jamaica, taken by the *General Montgomery* privateer of this port, is ashore on the Cross Ledge, in our Bay; but it is expected she will be got off, by taking out part of the cargoe.[2]

By a vessel from Cape Francois we learn, that a French 50 gun ship was cruizing off that place to protect the trade; that two prizes had been carried in there and sold by Captain Monro [James Munro], of Rhode-Island;[3] and that they will not suffer the English men of war to go in there for water.

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1. The ship *Picary,* 400 tons, carried into Cape Ann.
2. The ship *Thetis,* 300 tons burden, taken by the Pennsylvania privateer brig *General Montgomery,* James Montgomery.
3. See Volume 5.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Wednesday 9th Octr 1776. –

Ordered that a Warrant Issue to Joseph Harrison for Ten pounds nine shillings & ten pence for Medicines furnished for the use of the Brig *Liberty.* –

Present Mr [John] Hutchings –

Ordered that a Warrant Issue to Thomas Pollard for Thirty three pounds, on Account, to recruit Seamen for the use of the Navy, who gave Bond together with Richard Mitchell his Security in the Penalty of sixty [six] pounds Conditioned for his faithfully applying the said Money and rendering a Just and true Account thereof to the Board when required –

Ordered that Colo William Aylett deliver for the use of the Seamen on Board the *Hero* Galley two pieces of Oznabrigs and as much thread as may be Necessary for making the same up. –

Ordered that the keeper of the Public Store deliver for the use of the Marines on Board the *Hero* Galley one piece of Oznabrigs. –

Ordered that Colo William Finnie deliver for the use of the Seamen and Marines on Board the *Hero* Galley five Dozen pair of Yarn Stockings –

Ordered that the keeper of the Public Store deliver unto Capt Richard Barron five Bolts of Sail Cloth, six pounds of Twine and one Lanthorn for the use of the Boat *Patriot* –

Ordered that a Warrant Issue to Lieut Samuel Arell One hundred Pounds, upon Account, to Purchase Necessaries for the use of his Company Marines —

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1. Navy Board Journal, 68, 70, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS, WARWICK [1]

Sir, Williamsburg Octor 9th 1776 –

You are desir'd to get the following Articles ready as early as possible for the use of the *Lewis* Galley and send them to James Town

1 – – 5 Inch Horne . . . 50 Fathom
1 . . Coil . . . 2½ Rope for Tackle fall
1 – – Do . . . 2 do
300 lb of 9 Thread Ratling for Netting
4 . . 9 Inch double blocks –
4 – – Single . . . do
12 . . 5 Inch . . . do

By order of the Naval Board Yr Hb'l'e Servant
Thomas Whiting 1st Comr.[2]

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1. Navy Board Letter Book, VSL.
2. *Ibid.*, this date Thomas was requested to supply similar articles for the *Defiance,* Captain Callender, and the *Page,* Captain Markham.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD [1]

Charlestown, South-Carolina, Wednesday, 9th October 1776

In pursuance of an act of the General Assembly, passed the 4th October 1776 The following Commissioners Edw Blake &c to Superintend and direct the Naval affairs of this State, met and previous to their forming a board, took the following Oath of Qualification vizt.

> I Do Swear that I will well and truly Execute the duties of my Office, as a Commissioner of the Navy Board to the best of my skill and Judgment. So help me God.

The Commissioners then proceeded to the election of the First Commissioner and Edward Blake Esqr. was by a majority of votes chosen First Commissioner of the Navy, and took his seat accordingly —

Resolved That the following Advertisement, for a Clerk of the Board, be published vizt.

> The Commissioners of the Navy Board, give this public Notice that they are in want of a Clerk, whose duty and Business will be, to keep Regular Accots. and Journals of all Transactions, Relating to the said Board, also, when required, to go on Board the Vessels of War in the service of this State, & take exact accounts of the Officers & Seamen on board, to pay off the wages due them Respectively, & to make proper returns thereof to the said Board, on Oath, The Salary allowed for such Business will be Fourteen Hundred pounds per Annum. Any person

> willing to engage will apply before Nine OClock on Saturday morning, the 12th Instant by letter directed to, Edward Blake, First Commissioner.

The Board upon enquiry into the state of the Navy, found that there was a vacancy for a Captain to command the brigantine-of-war *Comet.*

Ordered That the Following Letter be sent to the General Assembly then sitting. Vizt. To the Honble James Parsons Esq., Speaker, & Gentlemen of the General Assembly –

> The Commissioners of the Navy Board on Enquiry find that a Captain is wanted for the Brigt *Comet* They recommend Captain Stephen Seymour, & Captain Edward Allen, as fit Persons for the Legislature to make choice of –

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1. A. S. Salley, Jr., ed., *Journal of the Commissioners of the Navy of South Carolina, October 9, 1776–March 1, 1779* (Columbia, 1912), 5–6. Hereafter cited as Salley, ed., *South Carolina Navy Board.*

South-Carolina and American General Gazette, WEDNESDAY, OCTOBER 2 TO WEDNESDAY, OCTOBER 9, 1776

Charlestown, October 9.

We hear from Savannah, that the Men of War have left that River; so there is not now one of the Enemy's Vessels in South-Carolina or Georgia. It is said, there are some in Cape-Fear River in North-Carolina.

Yesterday two French Sloops arrived here from Hispaniola; the Cargo of one of them, consisting of Linens, Thread, Brandy, Rum, Liqueors, Claret, Sweet Oil, Paper, Soap, Nails, &c. is to be sold by publick Outcry at Mess. Lever and Greenwood's Store, on Friday next, the 11th. instant, at 9 o'Clock in the Forenoon.

COUNT D'ENNERY, GOVERNOR OF SANTO DOMINGO, TO GABRIEL DE SARTINE [1]

[Extract] Port au Prince, 9 October 1776

P. S. I must add that besides the English frigate cruising near the end of the mole to intercept Insurgent Vessels, there is another cruising off Cap [Haitien] and Fort Dauphin for the same purpose; M. de Monteil is watching the mole; surely he will not tolerate any insults and at the very least he will comply with Instructions. Since Cap remains unguarded, I will send M. de Beaussier there as soon as possible because he is sighting and learning nothing during his cruise; this will not take place before the end of November however. M. de Monteil wants to leave without delay having only three months provisions left. I pointed out to him that I would keep him on my own responsibility until I receive your orders concerning him or until the arrival of other frigates which could relieve him. I shall give him the order in writing to stay here because, in the present circumstances, it is at least suitable, and necessary that two of the King's frigates remain on station here. I hope that you will approve the orders which I am issuing M. de Monteil and M. de Beaussier in this matter. As I reported upon first receipt, we have news that a lively action took place in New York between the Royalists and the Insurgents; in any case, it cannot be decisive and I believe that the campaign of the English has been a failure since they will have to begin another one next year, which will prove very costly in any case.

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1. AN, Marine B^4, 128, LC Photocopy.

Master's Log of H. M. Sloop *Hawke*[1]

Octr 1776 So most Sugar loaf NE 1 mile Body of St Vintcent S½E dist of[f] Shore 2 miles

Wednesday 9th AM at 8 sent the boat mannd and Arm'd to Examine a Sloop to the So ward Exercis'd Great Guns and small arms.

[Variable Weather] PM at 1 The boat return'd with the Master of the Sloop finding his Papers not sufficient detain'd her. Sent the Lieut 1 midshipman & 7 men to carry her to St Vintcent

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1. PRO, Admiralty 52/1780.

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10 Oct.

Commodore Charles Douglas to Captain Philemon Pownoll, H.M.S. *Blonde*[1]

Sir Sorel October the 10th 1776

Hereby acknowledging the late receipt of your letter and weekly account; I acquaint you, that so many things have concurred to retard my progress towards Quebec; that I despair of reaching Champlain before the 12th In the meantime, lest I should be still farther retarded, I take this method of expressing my earnest desire, of your getting the *Blonde* down below the Rapids to take in your lumber out of the *Lord Howe:* to the end that she may get down to the Bason, in order to be in readiness to proceed towards England, at a very short notice – where I wish to see us all speedily reunited: that we may concert measures how to dispose of His Majestys very important naval concerns in this River; in such manner; as shall be most for the interest of Government.

By what I have learnt, I think it probable that General Carleton did on Tuesday Evening or yesterday morning find our flotilla in readiness to go in quest of that of the Rebels so that we may shortly Expect important news from the farther end of Lake Champlain – As the *Inflexible* is of the party, I am not uneasy about the event – Her Keel was laid on the 5th of September, she was launched the 30th, and sailed the 4th instant: by no means the last of the Armament – All the Carpenters work bestow'd upon her; until launching; did not exceed 12 men's labor for 16 days – By Lieutenant [John] Schank's contrivance and close unremitting diligence, Seamen did the rest of the business – If you have no occasion for the aid of the *Lord How's* men to get your Ship down send them forthwith to theirs – But I hope this may not find you at Champlain – am with great regard Sir [&c.]

Ch^s Douglas

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1. Sir Henry Clinton Papers, CL.

William Bartlett to George Washington [1]

Hond Sir Beverly 10th Octor 1776. –

I once more take the Liberty to write your Excelly which at this time when you are so deeply ingaged against Our unatural Enemies would Gladly Omitt did I not think it my duty therefore beg you'll Excuse it –

I wrote your Excelly some time Since, Concerning those Prizes, taken by Comm[odor]e Manly Viz the Ordnance Brige. *Nancey* Ship *Concord* & Ship *Jenny* Genl Miffilin having Recd a Part of Each Cargo Agreeable to your Order without any Prise being Stipulated In events their being Settl'd and the poor Captors are kept Out of their money some of which being in the Army while their famileys are here Almost Suffering for want off the Necessaries of Life Your Excelly Answer I Recd with the Greatest Pleassure in which you informed me you would Order Genl Mifflin to have a Valuation made upon those Goods and Transmitted me in Order for Settlement but have not as Yet Received it Beg your Excelly will Excuse me and not receive this as dictating, as I well know your Excelly to be full of humanity am Well Assured it would have been done Long since had not your time ben taken up in Matters of more and Grater importance.

If your Excelly will please to Order me to Charge the United States for the Coals out of Ship *Jenny* at the Same rate the remainder was sold for being about Eleven dollars p Chaldron that Ship may be settled –

Your Excelly was Pleas'd to Appoint or have Appointed a Committee to Apprize the Ordinance Stores they have presented their Bill to me for payment Butt have put it off untill I should receive your Excelly Orders they having Chargd One hundred Pounds L[awful] Money for their Trouble –

When your Excelly finds it Convenient to have Transmitted me the Value reced out of Ship *Concord* and the Valuation of the Ordinance Stores with Orders for Settlement Beg you'll Give me Orders to draw for what money I may want togeather with what remains in my hands to be Sufficient to pay the Captors –

Your Excelly may rely on my fidelity in not drawing for any more then will be sufficient for that purpose

Capt Bradford of Boston who has Supereceded me in my Agencey Says he has Orders to Settle with all the Old Agents beg your Excelly Orders with respect to it

I shall forever acknoledge with Gratitude to your Excelly that Honour you was pleas'd to Confer on me in appointing me Agent for this department and hope have transacted the Business to your Excellys Satisfaction

The Reflection join'd to the impeachment which is Generally implie'd or at least understood by a dismission from any Office under Government has I confess given me very Sensible pain

If your Excelly thinks me Capable and Worthy off being reinstated in the Office of agency for this department hope shall do honour in my Station and shall Ever acknoledge the favour with the Gratest Gratitude

Hope that being who Governs all things both in heaven and in Earth will preserve & Protect you from falling into the hands of those Unatural Enemies and that you may be the means under him of driving them Back to their Native Land Asham'd

Wishing your Excellency all that Happiness that can be enjoy'd in this Life Beg Leave to subscribe my self Your Excellencys [&c.]

William Bartlett

1. Washington Papers, LC.

Acts and Resolves of the Massachusetts General Court[1]

[Watertown] Thursday Octr 10th 1776.

Petition of a number of the Inhabitants of Machias. – representing, that unjustifiable Methods had been taken to injure the Character of Captain Jeremiah Obrien – and vindicating it in the highest terms –

In Council. Read, & Order'd, that Henry Gardner Esqr with such as the Honble House shall join, and that the same Committee take into Consideration the several Charges, & Accusations which have been made against Capt Jeremiah Obrien, and report thereon as soon as may be –

In the House of Representatives. Read, & Concurred, & are join'd –

1. Mass. Arch., vol. 36, 7, 11.

Independent Chronicle, Thursday, October 10, 1776

Boston, October 10.

Last Tuesday arrived here from a Cruize, the armed Schooner *Lynch,* Capt. John Ayers, who on Friday, Sept. 27, in Lat. 39, 45 and Long. 49, 00. saw a Fleet of 49 Sail, among which were 5 Frigates, and two 3 Deckers. One of the Frigates gave him Chase, which continued from Noon, till half past 11 at Night; and was at one Time within 2 Miles of him, and finding he overhauled him so fast, was obliged to through over-board his Guns, stave his Water, &c. – and by it's growing dark, was the Means of his escaping being taken.[1]

A Sloop, laden with Lumber, was, last Saturday, sent into this Port, by Capt. [Daniel] Waters. She was from the Eastward, and bound to New-York, to supply those very Blood-Hounds of Britain there, whose hellish

Cry continually is, Havoc, Blood, Murder and Plunder, from the cowardly, Yankey, American Rebels. 'Tis really a Pity some Method could not be taken to banish those Sons of Tyranny, Oppression and Slavery, out of this (determined to be) free Western American Empire.[2]

Last Friday was sent into Marblehead, by Captain [Jonathan] Greely, in the Privateer *Speedwell,* fitted out from this Place, a Prize Snow, from England, bound to New-York. She has on board the following Articles of Provision, 56896 wt. Bread, 8020 wt. Pork, 256 Bushels and 7 Gallons Pease, 257 Bushels Oat-Meal, 16000 wt. Beef, 12064 wt. Flour, 4136 wt. Rice, 4101 wt. Raisins, 165 Gallons Oil, 537 do. Vinegar, 3500 do. Spirits, 4645 wt. Butter, and 460 dozen Candles.[3]

Monday last, was sent into this Port, a Prize Ship, upwards 300 Tons, from the same Place, for New-York, with like Articles as the Snow abovementioned, only with the Addition of four 3-Pounders, and 6 Swivels. Taken by Capt. [Silas] Atkins, jun.[4]

On Friday, the 18th October, At XI in the Morning, Will be sold by Public Vendue, At Swanzey, The Brigantines *Henrietta* and *William and Mary,* and their Cargoes, consisting of about 430 Hogsheads of Rum, and 40 Hogsheads of Sugar, &c.

J. Russell, Auctioneer.

The two Brigs will be put up at 12 o'Clock, one of them is 130 Tons, and the other 80 Tons, both of them are fast sailing Vessels, and well found.

At Public Auction, in Providence, Will be sold, at the Wharf of Messieurs Clark and Nightingale, On Wednesday, the 16th of October, The Ship *Blaze-Castle,* Frigate built, a prime Sailer, about 7 Years old, burthen 360 Tons, peirced for 18 Guns, English built; together with her Cargo, Consisting of Oil, Rum, Sugar, Cotton, and about one hundred Pipes old sterling Madeira Wine.

The Sale of the *Carolina Packet,* and her Cargo, will [be] on Thursday, the 24th Instant, October, at Plymouth.

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1. Ayres was chased by H. M. S. *Unicorn,* see *New-York Gazette,* October 21, 1776.
2. The *Sally,* 90 tons, from Halifax with fish and lumber, taken by Washington's schooner *Lee.*
3. The *St. George,* Benjamin Bidgood, master.
4. The ship *George,* George Grey, master, was taken by the Massachusetts privateer schooner *Boston.*

Continental Journal, THURSDAY, OCTOBER 10, 1776

Boston, October 10.

Same day [October 7] Capt Forrest[1] return'd to Salem from a cruize, in which he has taken 5 prizes, one of which is of considerable value, as the bills of laden of her cargo that is come to hand amounts to £ 36,000 sterl. Capt. Forrest put his prisoners ashore at Cape Finister, where he was inform'd that the Spaniards had made a public Declaration of War against Portugal, and were ravaging the frontiers of that kingdom.

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1. Captain Simon Forrester of the Massachusetts privateer sloop *Rover.*

Brigadier General Benedict Arnold to Major General Horatio Gates [1]

[Extract] Valcouer Octr 10th 1776 –

I am much surprised so little Attention is paid to us by the good People below, I should have imagined, Two hundred Seamen could have ben sent us, in three, or four Months, after they were so pressingly wrote for. — I make not the least doubt there has ben the greatest Industry Used at Ty, in fitting out the fleet, I am glad to hear the other Gally is so forward, I expect to see her the first fair wind —

The Cloathing which is arived is a sufficient supply of the kind, we much want One hundred pr Shoes. & Hose, One hundred Watch Coats, Fifty pair Breetches, & Twenty Blankets & hatts – or Caps — We are Victualled for abt Ten Days. –

You may depend I shall do nothing of Consequence, without Consulting Genl Waterbury, & Colonel Wiggelsworth, both of whom, I esteem Judicious honest Men, & good Soldiers — We Cannot at Present Determine how long it will be requisite to remain here. It may depend on the Intelligence we may receive – we shall Not return One Minute Sooner than is prudent. & necessary.

I have received no late Intelligence From the Northward, the loss of the small Canoes, (All we had) has prevented my sending out small Parties. I have wrote Colonel [Jonathan] Trumbull [Jr.] to Send me three or four which may be procured at Ty. or at Crown Point. –

I am of Opinion with you respecting the Battery building at River a Cote, that the Enemy, are Acting on the Defensive, they are at the same time Exerting themselves, to Augment their Navy, & if they hear (in Time) that Lord How is in Possession of New York, they will doubtless Attempt a Junction with him. If they think it practicable, their Fleet. I make no Doubt in the Course of this Month will be very Formidable, if not equal, to Ours. —

I have taken Two four Pounders From the *Liberty* for the *Trumbull,* & three of her small Guns, there is others at C Point Suitable for Her, & Colonel [Thomas] Hartley may be supplied with large ones for his Castle from Ty. — The Schooner goes up for Provisions I wish she may be, emediately dispatched Back — the Guns may be ready when she returns at Present she does not want them. —

I am, extreemly glad You have represented to Congress & Genl Schuyler the Absolute Necessity of Augmentg Our Navy, on the Lake, It. appears to me an Object of the utmost Importance, I hope measures will be emediately taken for that Purpose — There is water between C Point & Point Aux Feu for Vessels of the largest Size, I am of Opinion that Row Gallies are of the best. Construction & Cheapest for this Lake, perhaps it may be well to have One Frigate of Thirty Six Guns, she may carry Eighteen pounders on the Lake & will be Superior to Any Vessel that can be built at, & Floated from St Johns — Carpenters ought to be emediately employed to Cut Timber & Plank – & three hundred set at Work at Skensborough the 1st of Feby – of these Matters I hope we shall have time to Confer hereafter.

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1. Gates Papers, Box 4, NYHS.

Diary of Joshua Pell, Jr.[1]

[Pointe au Fer]

10th Oct'r our little squadron sail'd from Point au Fer toward the upper or great Lake; about 12 o'clock on the 11th one of our arm'd boats espied their Fleet at anchor in the Bay of Belcour [Valcour]. Our arm'd Boats immediately rush'd in amongst them and engag'd them without waiting for orders; the *Carlton* went to their assistance, and kept a continual firing until dark, during which time we destroyed a Schooner called the *Royal Savage,* and greatly damaged another; unluckily for us, the wind chang'd and hindered the other part of our Squadron from giving the *Carlton* any assistance; had it not thus happen'd, in all probability, the Rebels whole fleet would have been destroy'd. Our loss consist in two Arm'd Boats been sunk; about ten men kill'd and sixteen wounded. The loss of the Rebels is not positively known.

I do justice to Capt'n Dacres, he behav'd like a true British Tar; he was engaged by five of them together, and when order'd to join his squadron he would not, till the General's own Boat came on board with positive Orders to dissist.

The Rebels Fleet consisted of sixteen sail of schooners, sloops and Row Galleys. The Rebels Anchor'd close under the Land, and our Indians did them considerable damage with their small arms from the shore.

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1. "Diary of Joshua Pell, Jr.," *Magazine of American History,* II, 46.

Robert R. Livingston to Edward Rutledge [1]

[Extract]

You have heard that 3 ships have passed fort Washington & gone up the river with out meeting with the least difficulty from all those obstructions which we have attempted to create – I am not surprized at it having long ago from the manner in which that work was conducted predicted what has hapned & proposed to the Genl what wd have secured us agt the whole navy of England at Less expence than this has cost us – The sinking blocks tho' he inclined to it it was over ruled at head Quars

10th Octr 1776 Fishkill

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1. Robert R. Livingston Papers, 1765–1776, LC.

COLONEL JOSEPH REED TO MAJOR GENERAL WILLIAM HEATH [1]

Sir

The General [Washington] desires you would immediately order a sufficient Party of Men under Capn Cook to get off & bring down the Vessel which is grounded above. And that in the mean Time the ballastry the rest be proceeded in with all possible Expedition. It is of so much Consequence that his Excelly begs the utmost Attention may be paid to it. I am sir [&c.]

Jos: Reed Adj. Genl

[Headquarters] Oct. 10. 1776

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1. Heath Papers, MassHS.

COLONEL GEORGE WEEDON TO JOHN PAGE [1]

[Extract] Camp Haerlam Higths Octobr 10th 1776 –

My dear Sir, Since I wrote you last nothing very Material has happened with our Army and that of our Enemies, now and then, a few shot are exchanged by the scouting parties, except that, we have been very friendly Neighbours since the 16th Ulto in this Quarter, nor do we understand any thing of Consequance has taken place in Canada, Burgoing [Burgoyne] is on one side the lake perpairing to cross with a very large fleet, of Boats and some Arm'd Vessells, Genl Gates is ready to receive him at Ticonderago where he has a well Regulated Army in high spirits, The place well Fortifyed, and a fleet nearly equal to his, Our lines at this place are now very Formidable and I think sufficient to defend against twice our Number, The Troops Desart from each Army almost every night, four Sentinals left their posts two nights ago and went over to the Enemy, all of them Irishmen, four from the Enemy came over to us yesterday morning, are of the same Kidney. — Lord Stirling was yesterday Exchanged for Govr Brown of [New] providence, he got to Head Quarters in the Evening, and relates his treatment whilst a prisoner was very polite from those in High rank, except Dunmore, who Vissited him the Morning after the Battle on the Island, with one Epthorp, The latter treated him with Complaisance, but our Old acquaintance on whose enterlex this Climate has had no Impression, Accosted him thus, "So, how do you do, I am sorry to see you in such D——nd Black Company," (meaning other officers who ware Prisoners in the same room) He Observed to him, it was poor Consolation to Gentlemen officers who the chance of war had put in his power, and remarked, he had not of late been so fimiliar with Black Company as his LdShip, This wheel'd him on his heel, and since he never would see him — his Lordship has returned to us Exceeding hearty, and brings account that Burgoyings Light Horse arived at N. York three days ago, They ware four months at sea, you may Guess the Order they landed in, besides this they lost 70 of them on the passage, The last Division of Hessians with a very large Fleet of Transports are still at sea, they are Bringing out several

Hundred Waggon Horses, Waggons, Carts, flat Bottom Boats &c, &c, and is call'd the Grand Fleet, I hope the equinox has some hidden blast in store for them, . . . I inclose you a rough sketch of this most horrid Country, now the seat of war, by it you may form some Idiea of the Advantages the Enemy has over us in their Shiping, and dair say you'll wonder how this Army has so long escaped, when you come to see the Number of creeks, Rivers, and Guts that make into it, all of which are Navigable for almost any ship, and at this time a 28 Gun Frigate lays in Hellgate, a place not much wider then the Streets of Williamsburg, I dair say Andrews may be able to form a pritty Exact sketch from the one sent, the distances are laid down by Griffith who is well Acquainted wth every part . . .

1. Weedon Papers, ChHS. Page was chairman of the Virginia Council of Safety.

"Extract of a Letter from New York, Oct. 10"[1]

On the 8th of October 340 rebels, in five flat-bottomed boats, with two pieces of cannon, came down Harlem river a little past four in the morning, and attacked an out-post of ours on Montresor Island, where there were about 80 men. The *Brune* frigate being at anchor near the Island, fired at the boats in the dark, and by the first shot sunk one of them full of men; and after a short skirmish they were beat off the island. Their loss is not exactly known, but they left a major and 27 men wounded. Our loss fell upon the 71st regiment, of which four were killed and six wounded. Had it not been for the darkness of the morning, in all probability few, if any at all of them had escaped; for the frigate was obliged to cease firing, because she could not distinguish our people from the enemy.

1. *Whitehall Evening Post,* November 16 to November 19, 1776.

Journal of the Continental Congress[1]

[Philadelphia] Thursday, October10, 1776

The Marine Committee having recommended Captain Abraham Whipple, of the ship *Columbus,* to the command of the *Providence* frigate, at Rhode Island,

Resolved, That he be promoted accordingly.

The Committee farther reported on the rank of the captains of the navy of the United States, which was agreed to as follows:

		Guns.
1. Jas. Nicholson, of the	*Virginia,*	28
2. John Manly,	*Hancock,*	32
3. Hector M'Neil,	*Boston,*	24
4. Dudley Saltonstall,	*Trumbull,*	28
5. Nicholas Biddle,	*Randolph,*	32
6. Thomas Thompson,	*Raleigh,*	32
7. John Barry,	*Effingham,*	28

8. Thomas Reed,	*Washington,*	32
9. Thomas Grennell,	*Congress,*	28
10. Charles Alexander,	*Delaware,*	24
11. Lambert Wickes,	*Reprisal,*	16
12. Abraham Whipple,	*Providence,*	28
13. John Hopkins,	*Warren,*	32
14. John Hodge,	*Montgomery,*	24
15. William Hallock,	*Lexington,*	16
16. Hoysted Hacker,	*Hampden,*	
17. Isaiah Robinson,	*Andrew Doria,*	14
18. John Paul Jones,	*Providence,*	12
19. James Josiah,		
20. Elisha Hinman,	*Alfred,*	28
21. Joseph Olney,	*Cabot,*	16
22. James Robinson,	*Sachem,*	10
23. John Young,	*Independence,*	10
24. Elisha Warner,	*Fly,*	
Lieut. [John] Baldwin,	*Wasp,*	8
Lieut. [Thomas] Albertson,	*Musquito,*	4

Resolved, That the Marine Committee be empowered to settle the rank of the lieutenants of the navy.

Resolved, That a committee of three be appointed to prepare the form of an oath to be taken by the officers of the army and navy:

The members chosen, Mr. [George] Wythe, Mr. [Thomas] Stone, and Mr. [Robert Treat] Paine.

The Board of War brought in a report, which was taken into consideration: Whereupon,

Resolved, That General Schuyler be directed to take such steps as are necessary, for procuring a sufficient number of as large vessels as the navigation of the lakes will admit of, for the service of the states the next campaign, that the command of the lakes may be effectually secured:

That General Washington be directed, if he shall judge it necessary, to sink the new ships mentioned in his letter of the 5th instant.

Resolved, That the farther consideration of the report be postponed.

The Board of Treasury reported, that there is due,

To Captain Hazlewood, Captain [William] Greenway and Mr. [Gunning] Bedford, a balance of 267 10/90ths dollars, their whole account of their charge for preparing six sail of fire ships at New York, and their expences going to, in, and coming from, New York to Philadelphia, being 392 10/90ths dollars; of which they have received from S. Moylan, Esqr quarter master general, the sum of 125 dollars; the remainder is 267 10/90ths dollars.

Ordered, That the said accounts be paid.

1. Ford, ed., *JCC,* VI, 860, 861–62, 865.

Continental Marine Committee to Commodore Esek Hopkins[1]

Sir, [Philadelphia] October. 10th 1776–

We learned some time ago with much concern that the expedition we had planed for you to execute, woud prove abortive; as the ships had gone out a Cruizing under the sanction of Governor Trumbulls recommendation, with which we cannot be well satisfied, altho in this instance, we are disposed to pass it by in silence being well convinced both he and the several Captains meant to perform service at a time the Ships were idle. Supposing therefore that you will have been obliged to lay aside the expedition to Newfoundland, We now direct, that you immediately collect the *Alfred, Columbus, Cabbot* & *Hampden,* take them under your command and proceed for Cape Fear in North Carolina where you will find the following Ships of war

The *Falcon* of 18 Guns
The *Scorpion* of 16 Guns &
the *Cruizer* of 8 Guns & a

number of valuable prizes said to be 40 or 50 in number, and other vessels under their protection the whole of which you will make prize of with ease. We understand they have erected a kind of a fort on Baldhead at the entrance of Cape fear River but it being only manned with a few people from these Ships we expect you will easily reduce it and put the same in possession of the State of North Carolina or dismantle it as may appear best. When you have performed this service you had best deliver to the Continental Agents there such of your prizes as may sell well or be useful in North Carolina others you may convoy into Virginia or this place for we don't recommend your remaining at North Carolina for fear of being blocked up there; perhaps you will receive advice that will render it eligible to proceed farther Southward to rout the enemies ships at South Carolina and Georgia and if that is practicable you have not only our approbation but our Orders for the attempt.

We hope, Sir, you will not loose one single moment after receipt of this Letter but proceed instantly on this expedition. We are sir [&c.]

P:S: Should the *Cabbot* be still on a Cruise, or if returned cannot be ready to proceed upon the Above expedition as early as one of the frigates lately launched at Rhode Island, you will proceed with the later in lieu of the *Cabot* as soon as she can be prepared for the Sea or you may take both the *Cabot* and frigate if to be done without delay. We wish your plan for manning this fleet from the State of Rhode Island may prove effectual, and we do in the warmest manner urge you to omit nothing on your part which may tend to promote so important a purpose and which we have most earnestly at heart. The Commissions for the officers of the frigates will be forwarded immediately –[2]

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[1] Marine Committee Letter Book, 30–31, NA.

[2] The postscript only is in the Hopkins Papers, RIHS, and is signed by eight members of the Marine Committee: John Hancock, Robert Morris, William Ellery, Josiah Bartlett, Thomas McKean, Richard Henry Lee, William Hooper, and Arthur Middleton. An

endorsement reads: "Honourd Sir Have Taken the Liberty to open it and Find That it Should be Forwarded Imediately, have Sealed and Dispatch it / our Ship is all Ready but maning your Dutifull Son J. B. Hopkins." The endorser was commander of the frigate *Warren,* which still lay off Providence.

CONTINENTAL MARINE COMMITTEE TO HENRY TUCKER AND THOMAS GODET, BERMUDA [1]

Gentlemen [Philadelphia] October 10th 1776

We have occasion for a quantity of Salt to cure beef & Pork the ensuing season for the use of our fleet and dont care to buy up what arrives here transiently as the people are much in want of that article, and would murmer were it to be bought off their hands. We therefore request that you will immediately on receipt of this letter Charter five or Six good fast sailing large Sloops, Schooners or Brigantines, and either load them with Salt at Bermudas or send them to Turks Island for it, just as you may find safest and best – send one of them to Edenton in North Carolina consigned to Messrs. Hewes & Smith one to Baltimore in Maryland consigned to our Order; & the others here addressed to us. Perhaps it may be most prudent to load part in Bermudas and part in Turks Island but our great Object is to get the Salt soon and safe here. –

You will Charter these Vessels on the best terms in your power by the Month or otherways, have them valued and we agree to insure them for so long as they remain in our Service, and if the terms are reasonable that may probably be a long time. You'l buy the Salt as cheap as you can and give them the utmost dispatch or it will be too late for our purpose. We must depend on you to advance the money for the cost of the Salt until we can reimburse you, which shall be done by returning some of these Vessels to you with Cargoes of Provisions and probably a Convoy with them. Should any of the Vessels be taken or lost we will either pay for them in Provisions or undoubted good bills on Europe or the West Indies as may best suit the Owners. We hope you will be able to comply with these orders immediately for which we shall allow you areasonable Commission – Interest for the advance of your Money and Commissions on the Goods we shall consign you hereafter and for your security we pledge you the faith and Credit of the United States of America being so authorized to do by the Honorable the Continental Congress of which we are members and are Gentleman [&c.]

P:S: If you cannot send Six send as many Vessels as you can short of that Number

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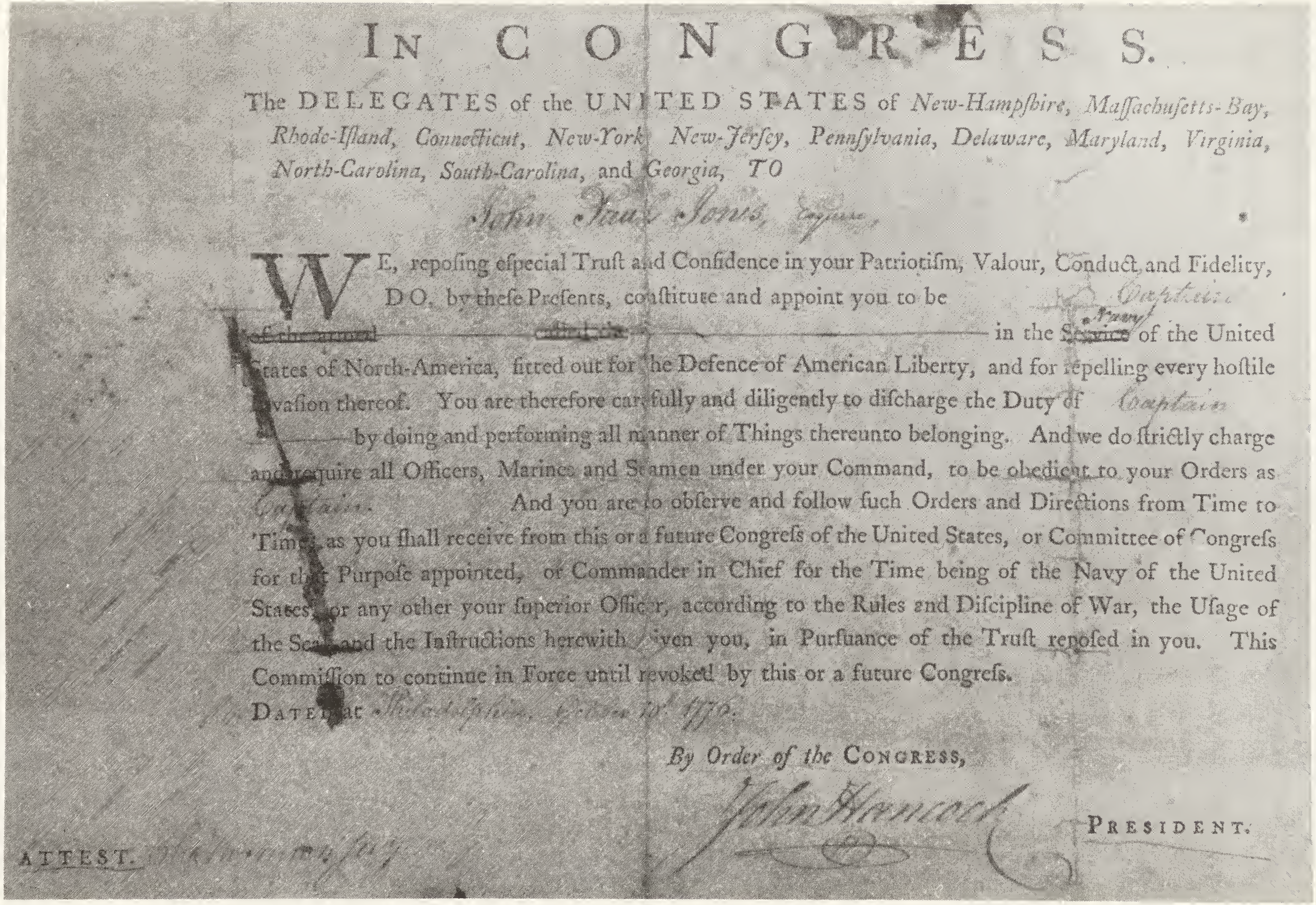
[1] Marine Committee Letter Book, 31–32, NA.

LIBEL FILED IN PENNSYLVANIA ADMIRALTY COURT AGAINST THE PRIZE BRIG *Sea Nymph* [1]

Port of Philadelphia,
Pennsylvania, ss. } To all whom it may concern.

Notice is hereby given, that a Court of Admiralty will be held at the Court-house, in the city of Philadelphia, on Monday the 28th day of October



IN CONGRESS.

The DELEGATES of the UNITED STATES of *New-Hampſhire*, *Maſſachuſetts-Bay*, *Rhode-Iſland*, *Connecticut*, *New-York*, *New-Jerſey*, *Pennſylvania*, *Delaware*, *Maryland*, *Virginia*, *North-Carolina*, *South-Carolina*, and *Georgia*, TO

John Paul Jones, Esquire

WE, repoſing eſpecial Truſt and Confidence in your Patriotiſm, Valour, Conduct and Fidelity, DO, by theſe Preſents, conſtitute and appoint you to be Captain ~~of the armed~~ ~~called the~~ in the ~~Service~~ Navy of the United States of North-America, fitted out for the Defence of American Liberty, and for repelling every hoſtile Invaſion thereof. You are therefore carefully and diligently to diſcharge the Duty of Captain by doing and performing all manner of Things thereunto belonging. And we do ſtrictly charge and require all Officers, Marines and Seamen under your Command, to be obedient to your Orders as Captain. And you are to obſerve and follow ſuch Orders and Directions from Time to Time, as you ſhall receive from this or a future Congreſs of the United States, or Committee of Congreſs for that Purpoſe appointed, or Commander in Chief for the Time being of the Navy of the United States, or any other your ſuperior Officer, according to the Rules and Diſcipline of War, the Uſage of the Sea, and the Inſtructions herewith given you, in Purſuance of the Truſt repoſed in you. This Commiſſion to continue in Force until revoked by this or a future Congreſs.

DATED at Philadelphia, October 10th 1776.

By Order of the CONGRESS,

John Hancock

PRESIDENT.

ATTEST.

John Paul Jones Commission.

inst. at ten o'clock in the forenoon of the same day, then and there to try the truth of the facts alledged in the bill of Captain [John Paul] Jones of the armed sloop called the *Providence* (who as well, &c.) against the brigantine or vessel called the *Sea Nymph* (her tackle, apparel, furniture and cargo) burthen about fifty tons, lately commanded by Francis Trimingham, to the end & intent that the owner or owners of the said brigantine and her cargo, or any person concerned therein may appear and shew cause, if any they have, why the same should not be condemned according to the prayer of the said bill.

By order of the Judge.
October 10 Andrew Robeson, Register

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1. *Pennsylvania Ledger,* October 12, 1776.

Pennsylvania Evening Post, Thursday, OCTOBER 10, 1776

[Advertisement]

Ran away the fourth inst. (October) from the armed vessel *Ranger,* John Mitchell commander, four men, viz. Patrick M'Carty, an Irishman, about twenty two years of age. George Milton, an Englishman, about 25 or 26 years of age, a servant of Mr. Swift of this city. Edward Serjeant, near forty years of age, who has lately been sick. Joseph Stevenson, a native of this city. Whosoever secures said men, shall have Six Pounds reward, or Four Dollars for each. — As the security of this city depends upon the naval armament, it is hoped no person will conceal or encourage them. Phil. Oct. 13 [*sic* 10].

DIARY OF CHRISTOPHER MARSHALL[1]

[Philadelphia] Octr 10th 1776

. . . Prize ship in the river from Jamaica with 310. Hoghead Sugar, 90. Casks or Puncheons of Spirits she is Called the *Thetis* Captain May, taken by *Genl Mo[n]tg[o]mery* Privater Capt Hambleton.[2] also a privater Brigg from St Martins arrived yesterday.

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[1] Diary of Christopher Marshall, HSP.

[2] The ship *Thetis,* 300 tons, Hezekiah May, master, from Jamaica for London, taken by the Pennsylvania privateer brig *General Montgomery,* Captain James Montgomery (not Hambleton). She was condemned November 1, 1776, and was purchased by the Continental Marine Committee to be outfitted as an armed xebec.

MEMORIAL OF JAMES CLARKE AND OTHERS TO THE MARYLAND COUNCIL OF SAFETY[1]

[Baltimore, October 10, 1776][2]

The Memorial of James Clarke, Robert Christie Junr, Melchior Keener, Robert Christie & Oliver White, and Robert Johnston —
Sheweth

That early in the month of March your Memorialists Vessels were sunk at Whetstone Point, for the purpose of preventing any of the British Ships of War from coming up to Baltimore Town.

That agreeable to a Resolve of Convention they have already been allowed sums of money for the damage the Vessels sustained by being sunk.

But that your Memorialists have never received any satisfaction for the Time their vessels was employed in that service which was about three and one half Months.

As that matter is referred to the Council of Safety, we would pray that a day may be fixed for Our attendance at Annapolis, and that the Bearer may be informed what Voucher will be necessary to lay before your Honorable Board.

1. Red Book, XI, Md. Arch.
2. Date approximated. Council acted on the petition on October 10, Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY [1]

[Williamsburg] Thursday October 10th 1776

Ordered that a Warrant issue to Captain Richard Barron for five hundred and eighty eight Pounds four Shillings being the balance due him his Officers & crew of the Boat *Patriot* for the two tenths of the Brig. *Fanny* and her Cargo taken by the said Boat which Share they are entitled to under a resolution of Convention passed the tenth of January last. Captain Barron having given Bond and Security to account with the said Officers and Crew for their several proportions thereof.

Ordered that Captain William Smith of the Minute Men in Gloucester County do discharge from that Service any Ship Carpenters or Apprentices to Ship Carpenters who may desire it upon the order or application of the Commissioners of the Navy Board.

1. McIlwaine, ed., *Journals of the Virginia Council,* I, 190–91.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Thursday 10th October 1776.

Ordered that a Warrant Issue to William Goodson for Three pounds ten shillings for a pr of Pistols furnished Capt Lilly for the use of the Brig *Liberty*–

Ordered that the Captain of each Vessel in the Navy do immediately make a return to this Board the number of Officers and Men in actual service on Board their respective Vessels. The number and size of their Gunns; The number and Condition of their small Arms of every sort, and a full and Compleat list of their Ammunition and Stores of all kinds. And that the Clerk of this Board cause a Copy of this Order to be delivered to each of the Captains in the Naval service. –

Ordered that a Warrant Issue to Lieut Jacob Valentine for Ninety one pounds eight shillings for Disbursements and pay of his Company of Marines from the eighth day of July last to the Ninth Instant as p Account this day settled. –

Ordered that Colo William Finnie deliver unto Capt Richard Barron one Drum for the use of the *Patriot*. — Also One Drum for the use of the Boat *Liberty*. –

Ordered that William Smith discharge from his Company of Minute Men Thomas Mason a Ship Carpenter provided he is willing to Quit the Service and go to Work at his Trade with James Davis who is Building the *Gloucester* Galley –

1. Navy Board Journal, 70–72, VSL.

JAMES DAVIS TO THE NORTH CAROLINA COUNCIL OF SAFETY [1]

Gentlemen [New Bern, October 10, 1776][2]

Mr Stanly [John Wright Stanley] having Occasion to wait on you with a memorial relative to the Conduct of the Commissioners of the Provincial armed Vessel the *Pennsylvania Farmer* permit me by the same Opportunity to lay before your Honours something on the same Subject To this Duty I am impelled by the strongest of Ties, a sacred and venerable Regard for constitutional Liberty and the Honour and Interest of my Country. When these are invaded it would be criminal to be silent. And here Gentlemen it would be necessary to pause a while and endeavour to investigate the secret Springs of this Patriotism If it is expected Honours, lucretive Appointments, or any sinister Expectations whatever that whets my Zeal I may be justly suspected of deviating from the modern Patriots, and little Credit paid to my Narrative. But if none of these Views appear, and that they do not I appeal to the Gentlemen of the Council themselves, to the chief of whom I have the Honour to be personally known to, then I hope you will believe the Facts I shall here endeavour to state to be true.

The Provincial armed Vessel the *Pennsylvania Farmer* sailed from this Town a few Days since after lying here with 110 men on board at the Expence of near Forty Pounds per Day, upwards of six months, in the most inglorious, inactive and dissolute state that perhaps was ever suffered in any Country. By the Inexperience, Inactivity and neglect of the Officers of this Vessel, who early began their Irregulaties by inlisting the regular Soldiers into their Service, a continued Scene of Riot, Outrage and Robbery has been carried on by the People of her the most daring Insults on the Inhabitants of the Town suffered to pass with Impunity. One hundred and ten Pints of Rum poured out to them every morning kept them continually drunk and ready for any mischief, especially as they consist of Men of all Nations and Conditions, English, Irish, Scotch, Indians, Men of Wars Men and the most abandoned sett of Wretches ever collected together Two of the Officers broke open the Gun Room, and with a number of the men went off with the

Boat with Intent to join Lord Dunmore's Fleet, and actually reached Currituck County. they were apprehended and are still at large on board. They have wasted near 100 Pounds of Powder in wantonly firing at and bringing too all Boats, Canoes and Vessels of every sort, even Passengers in the Ferry Boat have been insulted. Capt. Thos Shine of the Militia, with his Company on board coming up to the General Muster, was fired on and a Ball passed within a few Inches of his Arm. Of this Insult he complained to me I remonstrated to the Officers but met with nothing but Abuse. With Regard to myself Gentlemen, I have been exceedingly obnoxious to this Crew of Banditti, for I can call them by no other Name. As I had the Honour to be one of the Commissioners for that Vessel I very early opposed the iniquitous measures I saw pursuing and objected to the injudicious Choice, as I thought, of the Officers of the Vessel, men utter Strangers, without Abilities, without Interest, Connections, or any Tie whatever to the Country the Captain having never sailed in, much less more commanded, a square rigged Vessel in his Life, Capt. Oliver of the marines being the only officer on board known to the Country. The Chief Mate, one Barton, a Person intrusted by Mr. Durant of St Croix with a Vessel and Quantity of Powder for the use of this Province, the whole of which Vessel and Cargo he attempted to [illegible]. I say Gentlemen, by the means above I became obnoxious to these men and have suffered every Insult from them and sustained considerable Damage. They came to my Landing and destroyed a Bay Boat that cost me Thirty pounds, cut her up for Fire Wood and took out every Bolt and spike Nail they could come at Of this I complain'd to the Officers and Commissioners but could get no Redress. As the Vessel lay opposite my Plantation at Green Spring the men came repeatedly into my Cornfield and carried off Quantities of green Corn and grew so daring that I was forced to repell them by Force and lay on my Arms for many nights. Of this I complained to the Commissioners but could get no Redress.

I have been told the Reason for lessening the number of Commissioners for this Vessel was the Impossibility of doing Business effectually with such a number I heartily agreed with the Gentlemen who made this complaint, and am fully convinced Business could not be effectually done while I opposed Contracts for Beef for the Vessel at 5d a Pound when I was buying for my own use at 3d and while I opposed some glaring accounts that freely passed after my Expulsion from the Commission. While I was on the Commission I spent much Time and some Money and was willing to do every act in my Power to further the good Intentions of the Council in ordering this Vessel to be fitted out, but am not concerned at being left out of a Commission wherein I could do no good to my Country nor Honour to myself.

I must beg your Honours further Indulgence while I say a few Words in Justification of a most infamous Slander cast on me by Capt. Hamstead [Joshua Hempstead] and the Officers of this Vessel. They have propagated in all Companies a Story of my being disaffected to the present measures pursuing against British Tyranny, which I make no Doubt has reached your Honours Ears, giving for a Reason that I would not let my Son go in the

Vessel. My Attachment to the glorious Cause of Liberty in which we are at present embarked, and the very early and active Part I have taken in it, stands, I hope, too well recorded in this Province to be shaken by the insidious and base Acts of disappointed Faction, and as to my Son as he is yet too young to be known to the World it is necessary I should set the Matter right with regard to his Conduct. He was brought up to the sea, and great Part of his Apprenticeship sailed out of Cadiz in Spain to many Parts of Europe, since his Return home he has been in the Employ of Mr Cornell and has been master of a Vessel out of this Port. He was the first Officer shipped on board the Vessel to superintend the Rigging and continued on board upwards of two months. When the Commissioners went into the Choice of Officers he was appointed Second Lieutenant in a short Time after, by the Caprice of the Commissioners he was appointed Master with this he was contented, and would have now been on board, had not I ordered him to resign an Employ he was not likely to gain any Credit by

Upon the whole Gentlemen I have the fullest Conviction within my own Mind that this Vessel in her present Dress will utterly defeat the good Intentions of the Council, and as far as my poor Opinion goes would heartily recommend a Revision of her.

I hope your Honours will pardon my Presumption in troubling you with this long Epistle, But when Arbitrary Power runs triumphant among us and the Sacred Barriers of Private Property are destroyed; the inestimable Blessings for which we are now contending and pouring out our best Blood in Streams, I could no longer be silent. I have the Honour to be Gentlemen [&c.]

James Davis

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1. Secretary of State Papers (Council of Safety, 1775–1776), NCDAH.
2. The date is approximated. On October 1, the *Pennsylvania Farmer* was ordered on a cruise, and Davis's letter reports that she sailed "a few Days since." However, from Edenton on October 18, it was stated that she had returned to New Bern to heave down. See Commissioners for Fitting Out the Brig *King Tammany* to the North Carolina Council of Safety, October 18.

EDWARD ALLEN'S COMMISSION, THE SOUTH CAROLINA STATE BRIGANTINE *Comet* [1]

By his Excellency John Rutledge Esquire President and Commander in Chief of South Carolina —

To Edward Allen Esquire, Greeting –

Know ye that I with the advice and consent of the Privy Council of the State do hereby appoint the said Edward Allen to be Captain and Commander of the Brigantine of war called the *Comet* of the burthen of about [blank] Tons belonging to this State, hereby giving Commission, License and authority to you therewith by force of arms to apprehend, seize and take all ships, Vessells and Goods which are liable to seizure and Confiscation pursuant to the resolves of the Representatives of the said State in

General Congress assembled and to bring the same to the next convenient port in Order to be legally adjudged in some court of Admiralty or some other court having Jurisdiction in cases of Capture You are therefore diligently and faithfully to perform the duty of Captain and Commander of the said Brigantine and follow and observe all such orders and Instructions as you shall from time to time receive from me or the President or Commander in Chief for the time being of this State or any other your superior officers – And all inferior Officers belonging to the said Brigantine are hereby required and commanded to obey you as their Captain according to the rules and discipline of war –

By his Excellencys Command – William Nisbett D: Regr.

Given under my hand and seal at Ch's Town in S Carolina aforesaid the 10th day of October in the Year of Our Lord One Thousand Seven hundred and Seventy Six –

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1. Miscellaneous Records of the Secretary of State (A), 1776–1801, 15, SCDAH.

Oliver Pollock to the Continental Congress[1]

[Copy] N[ew] O[rleans] 10th October 1776

Sirs, This will be handed you by Captain George Ord, whom I have supplied with Sundries, and to whom I beg Leave to refer you for Particulars.

As I conceive myself to be too much interested in every Thing that can serve America (notwithstanding my present Situation is remote from the Scene of Action) I eagerly embrace the Opportunity of exerting my utmost Endeavours for the glorious Cause, and had every Thing compleated soon after he came here: But just when he was ready to Sail, arrived the *D[iligence]* s[loo]p of w[ar], and I had only Time to save the Cargo, and did every Thing in my Power to save the Vessel under his present Protection: But then your Situation and Consequence was not sufficiently understood here, and of Course I laboured in vain both for my Friends and own Interest; but of late since your last Declaration, and every Circumstance turning out so far beyond the Expectations of your warmest Friends, Times here have taken a quite different Turn, and I make no Doubt but before this you have taken such Steps as will gain the Hearts & Protection of all those you desire. Permit me therefore to make tender of my hearty Services, and to assure you that my Conduct shall be ever such as to merit Confidence and Approbation of that Country I owe every Thing but Birth. I have the Honor to be, Sirs [&c.]

O. Pollock

The Honble Andrew Allen &
Robert Morris } Committee of Congress

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1. Papers CC (Letters and Papers of Oliver Pollock), 50, I, 53, NA.

VAN BEBBER & HARRISON TO THE MARYLAND COUNCIL OF SAFETY [1]

Gent. [Martinique] Octo 10th 1776

We beg leave to refer you to ours of the 8th herewith sent – since then we have received here in Exchange for the same Quantity we had at Statia 120 half barels Gun powder, which we have put on board the Brige *Friendship* on your Acct and enclosed you will find a Bill of Lading & Invoice for it. We are most respectfully [&c.]

Van Bibber & Harrison

P.S. Capt [John] Martin says that the mistake of the 10 bbls powder you mention was rectify'd before he sailed –[2]

(Copy)

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[1] Red Book, XI, Md. Arch.

[2] See Council to Van Bebber & Harrison, August 5, 1776.

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11 Oct.

JOURNAL OF H.M.S. *Liverpool,* CAPTAIN HENRY BELLEW [1]

October 1776	In Halifax Harbour
Friday 11	AM Discharged the Prisoners, into H. Majestys Ship *Boulogne* – First part modr and Cloudy, middle and latter fresh Gales and Cloudy, at 3 PM hove short, ½ past weigh'd; at 4 came too and sent the *Warrans* Guns[2] onboard the *Rainbow,* at 5 weighed and came to sail,

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[1] PRO, Admiralty 51/548.

[2] The guns of Washington's schooner *Warren,* Captain William Burke, taken August 26, 1776 by the *Liverpool.*

DIARY OF SIMEON PERKINS, LIVERPOOL, NOVA SCOTIA[1]

Friday, Oct. 11th – Peter Linnard, a fisherman late in the schooner *Dragon,* arrives from Canso in a shallop, and informs that about 14 days ago the schr. *Dragon* was taken by a privateer, William Carlton, commander, as she was lying in Fisherman's Harbour, and sent to New England.[2] The skipper Knowlton went with her. He also informs that the rest of the crew were kept on board the privateer till she went to Canso, and [illegible] where she was run ashore by Capt. [George] Dawson.[3] Carlton and his Lieut., with some others made their escape. About 25 were taken with two of the fishermen — B. Holmes and John Peach, and put on board the brig *Diligent,* Capt. [Edmund] Dod. He also informs, a sloop, Capt. Jones, of Rhode Island has been in at Canso, and taken away 5 sail of ships, brigs, etc. Burnt, sunk and destroyed 5 or 6 more, and taken some things out of stores.[4]

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[1] Harold A. Innis, ed., *The Diary of Simeon Perkins, 1776–1780,* Champlain Society (Toronto, 1948), XXIX, 133–34.

2. The Massachusetts privateer schooner *General Gates.*
3. H. M. Sloop *Hope.*
4. The Continental sloop *Providence,* Captain John Paul Jones.

JOHN LANGDON TO BRECK & HAMMETT, BOSTON[1]

Gent. Portsmo October 11, 1776 –

You'll be kind enough to call on Capt [John] Bradford who will inform you if he has any large Cables, I am in want of Two for the Continent from 15 to 17 Inches pray inform me P return of Post if any such can be had from the Agent or from any private Person – Your [&c.]

J Langdon

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[1] John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT[1]

[Watertown] Friday Octr 11th 1776.

Memorial of James Noble Shannon, & Jonas Farnsworth – [2] setting forth – That the armed Schr *Diligent,* (taken in July 1775, and now in the service of this State) with all her Appurtunances &c have been condemned in the Maritime Court for the Eastern district of this State and the Memorialists, are by a decree of the Honble Timo Langdon Esqr Judge of said Court, appointed joint Agents to sell said armed Schooner with all her appurtunances &c for the benefit of the Captors. That they are also Agents for the Armed Schr *Margaretta* taken in June 1775, whose Cannon, and other appurtunances are now on board the Sloop *Liberty,* in the service of this State. – That they have had repeated applications to sell said Schr *Diligent,* Cannon, Swivels &c to private persons, which they have refused to do, until they had given the Hon: Court the first offer thereof. That they take this earliest opportunity of acquainting the Hon. Court therewith; and should the Hon: Court not think it expedient to purchase them, they shall still have the satisfaction of having done their duty in preferring the Interest of the publick before that of Individuals.

Resolved that the Honble Richard Derby jr Esqr be, & he is hereby directed to discharge the Schooner *Diligent* from the Service of this State, and take into his Custody all the Cannon, and other Stores that are onboard said Schooner, and are the property of this State, and the said Hon: Richd Derby Esqr is hereby further directed, to discharge Capt John Lambert Commander of said Schr *Diligent* together with the Officers, & Men under his Command from the Service of this State.

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[1] Mass. Arch., vol. 36, 12, 15.
[2] *Ibid.,* vol. 210, 323.

JOHN AVERY TO E. THOMPSON[1]

Council Chamber Watertown Octr 11th 1776

Sir, I am directed by the Hon'ble Council of this State to apply to you for a Number of Commissions for Commanders of Armed Vessels authorizing them to cruise upon the Enemies of America, sign'd by the President of Congress, as this Office is exhausted of those important Papers – Please to send me by the Bearer as many as you can spare and as many Bonds and they shall be refunded as soon as sufficient Number shall arrive from Philadelphia which are hourly expected – I am Sir [&c.]

John Avery Dpy Secry

E. Thompson Esqr The Secretary of the State of New Hampshire

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[1] Peter Force Papers, LC. A copy is in Mass. Arch., vol. 165, 353.

PETITION OF NEHEMIAH SOMES TO THE MASSACHUSETTS COUNCIL [1]

State of Massachusetts Bay The Hon'ble Council now sitting In Watertown –

The Petition of Nehemiah Somes

Humbly sheweth –

That your Petitioner is fitting out an Armed Vessell to cruise against the Enemies of these united States and is now ready equipt for Sea but they haveing three Six Pounders and one four Pounder which he apprehends, are too heavy for his Sd Vessell – [2] therefore humbly requests your Honors to exchange them for Cannon of less Metal Vizt Six three Pounders which he understands by Colo [Thomas] Crafts are at present Useless – if this Proposal should not be agreeable to your Honors he will obligate himself to procure Six Cannon of equal Goodness whenever called for provided your Honors will grant the Loan of them Cannon mentioned as Above –

And as in Duty bound shall ever pray

Nehemiah Somes

Boston Octr 11[th] 1776

[Endorsed] Read & Ordered that Moses Gill Esqr be a Committee to make Enquiry relative to the Cannon mentioned in the Above Petition & Report what is best to be done –

John Avery Dpy Secy[3]

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[1] Mass. Arch., vol. 165, 356.

[2] The Massachusetts privateer schooner *Active,* 85 tons, Andrew Gardner, master.

[3] *Ibid.*, 357, 357½, the Council agreed to supply Somes with the cannon including "four Three pounders from on board the *Diligent.*"

JOHN B. LIVINGSTON TO ROBERT R. LIVINGSTON [1]

Dear Robt Providence Octobr 11th 1776

I am just arrived at this place, and by good information find every kind of goods immoderately dear, sugars three pounds. . Rum 6/9. to 7/. Cotton 3/4 – Coffee 8½ all in Lawfull money, so that you will easily concieve that it will not answer for me to lay out any money on my own acct dry goods they tell me are in the same proportion. . but I am in hopes that they will fall somthing as a large Ship bound to Quebec with Clothing &ca was brought in a few days ago by Capt [Arthur] Crawford but is not yet condemned,[2] as the Ship belongs partly to the Governor. I shall to morrow morning wait upon him. and endeavor to make a purchase before hand upon the Invoice which if I can the goods will come much Cheaper as the merchants of this place make a point of out bidding strangers, and indeed the owners themselves bid, which is by no means customary any where else. I shall endeavor (if we cant purchase on the Invoice) to play them a like trick –

This evening I was informed that a Vessel belonging to the C. Congress[3] has taken 8 Vessels which she has manned and sent home, And destroyed 5 more most of which are Ships. she took them in a Harber near the banks. it is I think very great news – Capt Crawford has likewise taken two more prizes both sugar Ships the one a three Decker, the many Captures that are daily made convinces me that it is best to lay out our money in Privateers I wish you. Mr [William] Duer, and Mr [John] Jay would be concerned in one, a small Sloop now laying at Hartford. would be a very proper Vessel. Could you get Guns in our province, she would not I think cost above £2000 pounds, and she has the charecter of a fast sailer – Mr [James A.] Stewart tells me I have made £800 pounds by the *beaver* Capt [Stewart] Deane;[4] much more than I expected. which money Blair has recd and vested it in a ship mounting 28 Guns. as I have not seen him I dont know on what terms I am interested though I am not sorry for it as it is utterly impossible buying in a privateer here, Guns and other stores being so high – Stewart was offered £3000 pounds Lawfull money for the *Beaver* as she lay just from a Cruize. when her Cargo. and all cost the owner but £2400 York – You may think things has rose amazingly here – I wish you and Mr Duer would endeavor to buy up all the 6 and 4 pounders you possibly can. at any thing less than £ 70 a pair – For the 6. and £ 50 pounds for the 4 – at least you may buy if it is possible 10 pair of each sort, if you can buy the Cannon endeavor to buy muskets lik[e]wise – Capt Cook no doubt will be a proper person to get these things if he will engage. I shall be at Hartford in a fortnight where I wish you would direct my Letters to be left, as the Cannon will determine my buying the Sloop. – I find that I cant exchange any of my Tea here. as the merchants are afraid of engaging in that Article expecting it will be imported soon, and I believe it will. – You see that I am baffled in all my schemes. but I have one more, which is to go to Govr Trumble [Jonathan Trumbull] and endeavor to borrow a few Tons of Salt Petre – which if he consents will stand me in good stead. as I shall repay him when the bounty is taken off. should I succeed I shall do wonders as the devil himself has not more cunning than these people – I have not heard of Harry since my last, but believe he is safe as the Enemy has not come to Huntington as yet. [5]

I come now to the Articles you desired to get for you. shoes none to be had. Linnen of about 4/ formerly now 16/. Hatts £4. and every thing in proportion I am afraid to buy for Mr Duer as he may get them at Phila much cheaper but if I must purchase for him he must write me by the Post. show him this Letter that he may see what prCt we shall make or break by purchasing goods in these parts. . Carting Goods they pay 2/8 pr mile. strangers no doubt must pay 3/. & they are a set of Vagabonds that shall never have the honor of my company Among them again – I expect to recieve a large Packet of Letters at Boston from you in answer to my last untill which unless I hear something extraordinary I shall not be able to write, in the mean time I remain

Your affectionate brother
John B Livingston

I forgot to mention that the *Ceberus* [*Cerberus*] retook two Vessels bound for this Port – and a Small Schooner belonging came in here two days ago haveing had a handsome drubbing by a large Ship.

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1. Papers Relating to Naval Affairs, NYHS.
2. The ship *Thomas,* taken September 21 by the Rhode Island privateer sloop *Hawke.*
3. The Continental sloop *Providence,* John Paul Jones.
4. The New York privateer sloop *Beaver.*
5. Henry Beekman Livingston.

Newport Mercury, Friday, October 11, 1776

Newport, October 11.

Last Tuesday two of the enemy's ships took 4 vessels off Montague Point; 3 of which were prizes to Capt. [James] Munro, and some other privateers; the other a merchantman belonging to Connecticut. All the people belonging to these vessels, we hear, took to their boats, and got safe ashore near Stonington.[1]

Last Monday the Continental sloop *Providence,* Capt. [John Paul] Jones, arrived at a safe port, having, in a cruise of 6 weeks, captured 16 sail of vessels, 6 of which he burnt; among the others is one ship, with 3000 quintals of codfish, some smaller fishermen, and two West-Indiamen.

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1. The three recaptures made by the British vessels stationed off Block Island were the *Agnes, Jenny,* and *Carron,* Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

Ship News from Newport[1]

Newport, October 11, [1776]

Last Tuesday a prize ship loaded with sugar, rum &c. arrived safe at Stonington, taken by Capt. Nickerson in a small sloop from Plymouth[2]

The *Independence* privateer, Capt. Truxton, is arrived at an Eastern port: He has taken 2 ships and 2 brigs; one of the brigs he gave some prisoners, after taking out a quantity of cotton, cocoa, &c. the other brig is arrived safe, loaded with oil, and tis said one or both of the ships are arrived.[3]

The *Broom* privateer, Capt. Welding is arrived safe in an Eastern port, with 5 valuable prizes, all which he took in 4 days after he sailed.[4]

We hear, a few nights past, one of the enemy's barges went into the harbour of Norwalk, and cut out a sloop of about 40 tons.

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1. *Independent Chronicle*, Boston, October 17, 1776.
2. The Massachusetts privateer sloop *America*, Captain Thomas Nicholson.
3. The New York privateer sloop *Independence*, Captain Thomas Truxtun.
4. The Rhode Island privateer sloop *Broome*, Captain Richard Whellen.

Captain Tobias Furneaux, R.N., to Governor Nicholas Cooke[1]

Sir *Syren* off Block-Island October 11th 1776

Having received a permission from Lord Howe for an Exchange of Prisoners, I therefore take the Liberty to Inform you, I have on board His Majesty's Ships under my Command a Number of Prisoners: Vizt Masters of Merchant Ships, Mates and Private Seamen, who I am ready to exchange for British Subjects of the same Rank, Vizt Masters for Masters, Mates for Mates, and Seamen for Seamen; Knowing no other place as convenient for such Exchange as Block-Island, whenever you shall think proper to send over to that Island, any Persons of the said Ranks, and Qualities, I will return an equal Number, on the faith of an Officer to any Person deputed to receive the same, or to manage such Exchange. –

To prevent a greater number being sent over, than I may have to return; I take the Liberty to Inform you I have at present two Masters, five Mates, and Twenty four [Seamen] I am Sir [&c.]

Tob^{s} Furneaux

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1. Letters to the Governor, vol. 8, R. I. Arch.

Memorial from Stonington to the Connecticut General Assembly[1]

To the Honourable the General Assembly, now Setting at New Haven – The Memorial of the Committee of Correspondence & Inspection of the Town of Stonington; and Sundry of the Inhabitants of said Town. Most humbly sheweth

That where as, Your Honours thought fit in your Last Session in May to Grant for the Defence and Protection of this place: a Captain and Ninety Men; Since which one half has been Ordered to New London. Your Honours may Remember that this Town is the only one in this State, that has Received any Damage from those Sons of Tyranny and Despotism: Sent by that more than Savage Tyrant, George the Third, To deprive us of those unalienable Rights, that the Supreme Governour of Heaven and Earth has invested us with. Your Memorialists therefore pray that the Number of men Ordered and Destined as above, may Still be Continued. And that the Two Eighteen Pounders, and four Twelves, and Shot &c that were Ordered in your former Session for this place: may be Delivered as Soon as possible;

As this Harbour is perhaps more Used by Coasters, and Vessels bound to Sea, than any Harbour in this State; and is a place of great Consequence; not only to this, but other States We therefore beg Leave to Inform your Honours: that Several Vessels have Lately been Chasd into this Harbour by the Kings Ships; and have here been protected. Your Memoriallists further pray that the Three Large Cannon (now at New London) belonging to this Town be likewise ordered for this place; and the Two field pieces that was Lent by this Town to the Town of New London: be ordered back to the Town of Stonington
We therefore Flatter our Selves that this our Most reasonable Request will be granted. And your Memorialists as in Duty bound shall ever pray.

Stonington Octor 11th 1776[2]

Joseph Denson
Alexander Bradford
Robert Stanton
Nathaniel Palmer
Nathan Palmer
Nathan Palmer Jur
John Daviss
Andrew Palmer
Michael Ash

Nathaniel Minor
Paul Wheeler
John Brow Jur
John DeDenison 4th
Henry Babcock
Simon Rhodes

Committee

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1. Conn. Arch., 1st Series, IV, 400a, ConnSL.

[2] *Ibid.*, 399, a petition from the inhabitants of Groton was also submitted this date requesting "the first Company of Millitia belonging to this Town to return home that both their & our Wives & Children may be partly relieved from the very great anxiety they are now in. . . ."

Connecticut Gazette, FRIDAY, OCTOBER 11, 1776

New-London, October 11.

A Ship burthen 225 Tons, taken by Capt. Tho. Nickeson [Thomas Nicholson], in the Privateer sloop *America,* belonging to Plymouth, was last Week brought into a Port in this State. The Privateer had been only 7 Days out when she took this Prize, and was left in Chase of another. The Cargo of this ship is as follows, viz. 200 Hhds. sugar, 100 Puncheons Rum, 20 casks Madeira Wine, & Quantity of Logwood and M[a]hogany.

Last Tuesday two prize Snows were retaken by two British Men of War in sight of Stonington Harbour. – One of them was a Prize which had been taken by a Providence Privateer, commanded by James Munro; the other had been taken by a Privateer belonging to the State of Rhode-Island. We learn that the People got on shore in their Boats.

Wednesday a Brig bound into this Port, from the West-Indies was taken by a Man of War near Montauk Point; but the People got on shore in their Boat.

Yesterday the Prize ship (a Guinea-man) mentioned in our last to be taken by Capt. Harding, in the Brig *Defence,* belonging to this State, arrived safe in this Harbour.

The ship *Hope,* mentioned in this Paper, (No. 670.) to be taken by the schooner *Spy,* Capt. Niles, we hear was afterwards retaken by the Enemy and carried into New-York.

GOVERNOR JONATHAN TRUMBULL TO GEORGE WASHINGTON [1]

Sir New Haven October 11th 1776

In consequence of your favor proposing a descent on Long-Island, although I was so unhappy as not to be able to meet Generals [James] Clinton and [Benjamin] Lincoln at this place as requested, I applied to the State of Rhode Island and obtained their consent and orders, that Colo [William] Richmond and such part of his Battalion as shall not enlist on board the Continental Vessels should assist in the enterprize. Colo Richmond will accordingly begin his march this day for New London, and bring with him the Whale Boats collected in Massachusetts Bay and Rhode Island to the number of which, it is apprehended, will be of use to the Troops ordered on this servic — , especially to secure their retreat, should it be attempted to be cut off. When Colo Richmond arrives at New London he has orders to put himself under the command of such General Officers as Your Excellency shall appoint. I have this day conferred with Colls [William] McIntosh and [Henry Beekman] Livingston on the subject. They inform me they are supplied with provisions and ammunition for their purpose, and only want such a number of water craft as, with the Whale Boats divided into three parts that each may be sufficient to transport 12 hundred men, as he means each division to be so placed at the inletts to the Island, as, if cut off from one, he may resort to the other, to make his retreat sure, if necessary. These I have ordered for him, and dare say will be provided for him without delay. The number of men he proposes to set out with will doubtless be sufficient for his first attempt but what reinforcement will be best soon to follow after to answer every purpose Your Excellency will judge. They may be thrown over from Norwalk or Stamford very soon, if placed there. I am apprehensive lest some difficulties may arise with respect to the command. Colo McIntosh is a superior Officer to Lieut Colo Livingston, and Richmond is superior to both – Colo Livingston appears to be a young Gentleman of real spirit and abilities, and has every advantage in his knowledge of the Island and the people there. The other Gentlemen have also their merit. May not a difficulty arise as to the command. I hope there will not. As the Gentlemen are all well disposed, I hope they will all cooperate to the best advantage in the whole. What is further necessary to render their operations effectual you will please to consider and direct –

Our naval expedition against the Ships of the Enemy in the Sound is still in contemplation, and preparations are making for the same as fast as we can. Commodore Hopkins writes me the 5th instant, that the *Alfred* and *Hampden* are ready, and that the two new Frigates there would be ready in about a week if they can be manned, neither of them having more than half their complement at that time. Our Ship and Brig, will, we trust, be ready to join them; and when they are equipped it is proposed they shall first attack the two Frigates that infest the Coast about Montauk Point, if they attempt to give them any interruption; otherwise, that they proceed directly up Sound, and give the best account they can of the Ships in the East River – I am now informed, that the two Frigates and the *Alfred* are manned from Colo Richmonds Regiment, which I hope will prove true, but if not, am in hopes they may be compleated by Volunteers from Rhode Island and New London. But if they should still fall short of their full compliment, I beg leave to suggest to Your Excellency, whether they could not, with out inconveniency, be filled up from some parts of your Army, unless the Row Galley Men, by the Enemy's Ships passing up the North River, are rendered useless, in which case, they may be ordered to some proper place along Sound for Commodore Hopkins to take them in. I have given Commodore Hopkins the utmost assurance, to give him all possible intelligence, from time to time, of the Enemy's Ships of Force this side of Hell Gate, that he may be apprised what he has to encounter. To that purpose I beg leave to suggest to your Excellency to give orders to such Commander of the Guards or Posts in sight of the Enemy's Ships to give me intelligence from time to time of their force and whether or when any of the Enemy's Ships may join them through Hell Gate. I understand one 24 Gun Ship of the Enemy has already passed through to them – Since my last from Commdore Hopkins am informed, that the *Columbus* Capt Whipple has arrived in Port at Rhode Island. Have wrote to him to take her with him, if possible, which will make a considerable addition to his force. Please to afford me your advice and fullest information. I cannot but flatter myself with strong hopes of advantages to be desired from this adventure of our Ships as well as the expedition to Long Island. Secrecy in both is of utmost importance

1. Trumbull Papers, XXIX, Letter Book IV, 361–64, ConnSL.

GOVERNOR JONATHAN TRUMBULL TO COMMODORE ESEK HOPKINS[1]

Sir New Haven Octobr the 11th 1776

Your favour of the 5th Instant came safe to hand in which you Inform me, that the *Alfred* & *Hampden* are ready & the two New Frigates you expect will be ready in about a week, I hope no attention or diligence will be wanting to have them prepared by that time, and shall Indeavour that there be no delay as to ours, tho am Necessitated to Apply to you or your State to furnish a quantity of Shot for our Ship We have the Round, but double headed, Chain Sliding and Starr Shot we have none. hope you can Supply what will be wanting for the present. we have sent to our furnace for them but fear it will be impossible to have them ready at New London by the time they may be wanted for the present Expedition but may be ready to be replaced if Necessary very soon after; the size of the Cannon for which we shall want them are Nine pounders. I understand the *Columbus* is now in Port, if so, cannot she join your Squadron? for no force ought to be

Omitted which human foresight can devise to render our Success as sure as may be at this Critical time with our Army As this expedition if Success full may much disconcèrt [illegible] the Enemy –

Since my last to you there has been two more frigates up sound as far as against Say brook, but Suppose now returnd towards Block Island how far they or either of them may be the Object of your attention shall Submitt, no doubt there ought to be a Spy upon them out from Newport or New London or both to Watch and give Intelligence of their Motions, and if they or either of them may be decoyed in, so as to fall in your way, and the force from New London to join you at an Appointed time or Signal given, perhaps you may first give a good Account of them before you proceed up the Sound which by the way is the Main Object. I have Employed Capt [Nathaniel] Shaw [Jr.] the barer hereof to Conferr with you on the Subject and Acquaint you from time to time with every Occurrence, & see that every preparation is made on our part and give every necessary Intelligence & Assistance as it will be difficult for me to do by letter & at this Distance where I may be detaind with the Assembly for a fortnight or three Weeks. The Expedition on Long Island set forward by Genll Washington will be Conducted by Coll McIntosh & Livingston & Richmond if he joins them –

I have Requested Coll Livingstone as soon as he Arrives on Long Island to employe trusty spies along on the south side. to Watch the Motion of the Enemies Ships from New York & give speedy Intelligence if there is Any Appearance of their Coming round the Island that you May have the earliest Notice if any such matter should happen, we hear that your ships are now Manned from Coll Richmonds Regiment. if any failure on that Account tho hope Number of Volunteers may be found at Rhodisland & New London, but if still wanting there may possibly be a Complement thrown Aboard from Genll Washingtons Army upon a sudden Occasion & for so short a time as they might be wanted, if timely Notice is sent forward to Genll Washington of their being wanted. I understand there is a 24 gun Ship got thro Hell Gate & joined the two frigates tho now one lyes at Huntington a Considerable Distance I shall Indeavour to gain every Intelligence in my power & acquaint you with any alteration or reinforcement which may happen there I am, with Esteem & Regard Sir [&c.]

Jonth Trumbull

P S – Shall yield you my assistance of Excuse to Congress – the good of the Service is their Object – as I Am Sure 'tis your's Sir

1. Hopkins Papers, RIHS.

MEMOIRS OF MAJOR GENERAL WILLIAM HEATH[1]

[Headquarters, near Harlem] 11th [October]. – There was a considerable movement among the British boats below. This afternoon, Gen. Washington's pleasure-boat, coming down the river with a fresh breeze, and a topsail hoisted, was supposed, by the artillerists at Mount Washington to be one of the British tenders running down. A 12 pounder was discharged at her, which was so exactly pointed as unfortunately to kill three Americans, who were much lamented.

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1. Abbatt, ed., *Heath Memoirs,* 62.

Journal of Captain Henry Duncan, R.N.[1]

[On board H.M.S. *Eagle,* East River, New York]

11th [October]. – This afternoon the admiral, with most of the captains, and Commodore Hotham, with all the flat boats and batteaux, went up the East River to Kipp's and Turtle Bay, near the west end of Blackwell's Island, where we remained all the night, during which time the army were striking their tents and preparing to embark. About three o'clock Saturday morning, the 12th, the troops were embarked in the flat boats and batteaux, to the number of between four and five thousand men; the guards and 42nd regiment, between fourteen and fifteen hundred men, were embarked on board sloops under my direction. At daybreak in the morning the boats set off, and no sooner had they put off, with an amazing strong tide, but it came on a fog equal to pitch darkness, with now and then an interval of light for a few seconds. The boats were put off; to attempt to stop them would have been very dangerous, for the headmost boats must have anchored, and the boats that followed would in all probability run foul of them, to the imminent danger of sinking each other; the admiral, therefore, rather chose to run the risk of passing Hell Gate with all the boats in that rapid tide and dark fog. I went astern and ordered all the boats to move forward. Soon after their putting off, a galley towing one of the artillery boats, in endeavouring to cross a vessel lying in the passage, towed her athwart hawse; the boat ran directly up her cable, and overset instantly. Many of the people were picked up; there were three field-pieces lost, and I suppose five or six people. There were very few people in the flat boats had ever been through or knew anything of the passage of Hell Gate. This made the danger much the greater. To keep the starboard shore was the safest passage; straight through carried them upon the rocks, and the larboard shore would have brought them under the fire of the enemy, perhaps without being able to land or retreat; but the boats got all very luckily through, the one instance only excepted, and arrived at Frog Point, the place of their destination about nine o'clock, where they landed without opposition.

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1. *Duncan's Journals,* XX, 131–32.

Journal of the Continental Congress[1]

[Philadelphia] Friday, October 11, 1776

Resolved, That General Washington be desired, if it be practicable, by every art, and whatever expence, to obstruct effectually the navigation of the North river, between Fort Washington and Mount Constitution, as well to prevent the regress of the enemies' frigates lately gone up, as to hinder them from receiving succours.

The Secret Committee informed Congress that a vessel was arrived at Rhode Island, with sundry articles imported by their order, for account of the United States.

Resolved, That the Secret Committee be directed to report in what manner the goods imported ought, in their opinion, to be disposed of.

Resolved, That the Marine Committee be directed to deliver over to the direction of the Committee of Secret Correspondence two of the continental cruisers now ready for sea, to perform such voyages as they shall think necessary for the service of these states:

That the Marine Committee give orders to the remainder of the continental cruisers, now in the port of Philadelphia, and ready for sea, to proceed on such voyages, or perform such immediate services, as the Secret Committee shall direct, in writing, addressed to the commanders thereof.

The Marine Committee to whom was referred the account of Captain Martindale, brought in their report, which was taken into consideration; Whereupon,

Resolved, That there be paid to Captain Sion Martindale the sum of £43 5 3 lawful money, equal to 144 18/90 dollars, in full of expences and disbursements on the brig *Washington,* and other expences from Halifax to Casco Bay.

Resolved, That a member be added to the Marine Committee, in the room of Mr. [Stephen] Hopkins, who is absent.

The member chosen, Mr. [William] Ellery.

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1. Ford, ed., *JCC,* VI, 866, 867, 868–69.

Richard Henry Lee to Samuel Purviance, Jr.[1]

Dear Sir, Philadelphia 11th October 1776

Among the inconveniencies of this busy scene, I esteem it not the least, to be so often prevented from acknowledging the favors of my friends sooner than I do. It has been owing to much business that your letter of the 27th has not received an answer before now. I have the pleasure to acquaint you that in ranking the Captains of our Continental Ships, the Congress have placed Captain [James] Nicholson at the head, he being the first Captain. I wish it were in my power to give you a satisfactory answer about the building another Frigate. Hitherto nothing has been determined on this subject, the Committee having been prevented by an infinite multiplicity of other business; and to the same cause has it been owing t[hat] no orders have been sent concerning the Frigate *Virginia.* I have no doubt but that another Frigate will soon be directed, and that the Builder of greatest merit will be prefer'd. It would give me the greatest pleasure to hear that the *Virginia* was ready for Sea, and I am happy in being satisfied that the Managers of this business in Baltimore will not loose a moment in effecting so salutary a work. I suppose a want of Anchors will be the greatest obstruction, as I take it for granted no time will be lost in getting the guns down from Mr [Samuel] Hughes's works, and having the Carriages made. I shall be glad to have an exact state of the Frigate & what She wants to complete her. I refer you to the papers for news and am Sir [&c.]

Richard Henry Lee

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[1] Purviance Papers, MdHS.

WILLIAM ELLERY TO GOVERNOR NICHOLAS COOKE[1]

[Extract] Philadelphia Oct 11th 1776 –

A naval Expedition is on Foot, which if carried into Execution will be very advantageous to the United States, and to the Officers and Seamen in the Navy. If the *Cabot* should not be in Port the Marine Commee have ordered that One of the Frigates should be employed in it. Commodore Hopkins in a Letter to that Commee hath informed them, that One of the Frigates could soon be got ready, and intimated that he could mann her with Draughts from our Troops. I hope that the Genl Assembly will countenance this Measure, and give every other Assistance in their Power to forward the sailing of the Fleet.

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[1] Letters to the Governor, vol. 8, R. I. Arch.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY [1]

In Council of Safety,

[Philadelphia] October 11th, 1776.

Mr. Nesbitt was directed to pay Doctors Duffield & Rush for their attendance on the Fleet & Artillery Company of this State, from 27 Septemb'r, 1775, to July 5th, 1776, with Rations, £ 182 8 1.

A Commission was Granted, agreeable to resolve of Congress, to James Smith, Commander of the Letter of Marque Brig *Rutledge,* Mounting 12 Carriage Guns, navigated by 60 men, Burthen about 120 Tons, owned by Alexander Gillson [*sic* Gillon]

3 O'Clock

Resolved, That Messrs. David Rittenhouse, Joseph Blewer, Emanuel Eyres & Peter Brown, go down to the Piers to-morrow and fix upon a method for fastening the Chain, and give directions to Thomas Davis & Lewis Gyon to prepare everything necessary to fasten it, without Delay; And that the Commodore order the Boom to be brought up to Kensington, to Mr. Peter Brown's Landing, as soon as the tide will serve.

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[1] *Pennsylvania Colonial Records,* X, 749–50.

"LIST OF THE PRISONERS OF WAR IN THE TOWN OF READING" [1]

[Extract]

Taken on the River St. Lawrence, November 19th [1775].
Mr. Ryal, Master of the *Gaspee.*
Taken at Point Levy, November 4th [1775].
Mr. M'Kenzie, Midshipman of the *Hunter.*
Taken on the River St. Lawrence, November, 19th [1775].
Joseph Whitefield, Cook of the *Gaspee.*
James Carr, Foremastman.

Reading, October 11th, 1776.

I do hereby certify, that the foregoing is an exact List of the Prisoners of War in the care of the Committee of the Town

By Order of the Committee.

James Read, Chairman

To the Hon'ble the Council of Safety of the State of Pennsylvania.

[1] *Pennsylvania Archives,* 2nd series, I, 424–26.

WILLIAM LUX TO THE MARYLAND COUNCIL OF SAFETY [1]

Gentlemen, Baltimore 11 October 1776.

The Privateer *Harlequin* being now ready to Sail and Capt Benja Handy appointed Commander, he now waits on you to obtain a New Commission the former one being in the Name of Capt Wm Wolsey, and he being now on the Eastern Shore we cannot procure it to return to you, But we hereby engage and pledge our Honors that it shall be returned immediately on his geting here, hoping you will not on that accot detain our Vessell, as she is now rather late for the Jamaica Fleet, some of which we flatter ourselves with bringing in I am in behalf of the Concern Gentn [&c.]

Willm Lux

[1] Red Book, XI, Md. Arch.

CUMBERLAND DUGAN AND LEMUEL CRAVATH TO THE MARYLAND COUNCIL OF SAFETY[1]

[Extract]

Inventory of Schooner *Ninety two,* Vizt

Her Hull main mast, main topmast, foremast, and fore topmast, with one Spare topmast, bolsprit, flying jib boom, main boom & Gaff, fore boom & gaff, main top sail & cross jack yards, foretopsail & cross jackyards with all her lower and topmast shrowds, bolsprit shrowd, tyes Stays halliards brace bowling takels, & [torn] as She now lyes two pumps with geer in them companion binacle &c [torn] Cables, the largest & best bower almost new [torn]es: 2 of them new – 2 or 3 spare pump box's 4 [torn] for the

Cabin some glasses broke, with 4 dead lights for them 1 large iron pump hook, & 1 iron boat hook 1 dozn new grummets, & 1 dozn new thumb blocks 1 dozn blocks & 6 large spare Blocks

1 dozn Spare sheeves, & 2 dozn new Spare Cleets Some old Sails for parcelin & some old rope on it about, 1½ lb weight of new 4 inch rope 9 Latches, with 3 iron hatch barrs —

a Cabin table, & fire wood for a Voyage 7 Spare cat block & hook, some spare mats for Shrowds &c 6 water Casks 3 of them iron bound, & one iron bound water Cask Stove.

about ½ a barrel of tarr in a Barrell 1 large iron Cabous, with 2 iron potts in it 1 deep sea lead wt 20 lb with a deep sea line [torn]ead wt 8 lb — with one or two hand lines [torn] 1 ladle, 1 speaking trumpet [torn] hour glass, the glass [torn] 3 pint mugs, 1 wine glass 1 knife box 500 pump nails 1000 Scupper nails 500 8d nails 500–10d & a parcell 20d nails a Box for the nails &c – abot 1 lb coffee in a Bag 2 new log lines – 2 iron marline spikes 1 new tinder box, abot 20 lb Candles in a Box 1 iron candlestick, abot ½ bushl pease in a bag 2 Spoons, 3 pewter plates 2 large Bowles some caulking irons & Chiz[e]lls, some points & gaskets a peice of good pump leather english tan, 2 Bennacle Compass's — one of them new — abot 3 lb of sewing twine & some Needles — 1 Sugar box — 1 Grog cann, 1 hand Saw 1 drawing knife, some gimblets, 1 Broom 6 hand Spikes, –

Some Spare old rope & some new [torn]orming & Spunyarn, & some spare [torn] 1 Main Sail, 1 foresail 1 j[ib, 1 fl]ying jibb – I believe She has a Spare old Mainsail & foresail, but of that Wm Jacobs Sailmaker can best inform you as also of her other Sails, & the Condition of the whole of her Sails, & how many She has &c –

The lowest Price we will take for said Schooner is Eight hundred pounds Common money

Baltimore 11th Octobr 1776
Cumb^{d} Dugan
for Self &
Lem^{1} Cravath[2]

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1. Executive Papers, Box 2, Folder 76, Md. Arch.
2. The Council had expressed interest in purchasing or chartering the schooner, Council of Safety Letter Book, No. 1, Md. Arch.

Journal of the Maryland Convention [1]

[Annapolis] Friday, October 11, 1776.

On motion of Mr. [William] Paca, Resolved, That the several vessels lately drifted on the shores of this state from lord Dunmore's fleet, or otherwise made captures of, be raised up, appraised, and fitted out for the use of this state, or exposed to sale, at the discretion of the Council of Safety; the cargoes of the said vessels to be also exposed to sale, and the monies arising from the sale of the said vessels and cargoes, be paid into the hands of the treasurer of the western shore, subject to the disposal of this or a future Convention or legislature.

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1. *Maryland Convention,* 38.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY[1]

[Annapolis] Friday. October 11th 1776

Commission of Reprisal issued to James Handy of the *Harlequin* Privateer, mounting Six Swivels, he having given Bond according to Resolve

Mr Benjamin King appointed Captain of the Schooner *Resolution,* and the Council of Safety agree to pay him the same Wages, and [*sic* as] Merchants pay, and impower him to procure hands to man her. –

Ordered That Western shore Treasurer pay to Benja King fifty Pounds on Acct of Schooner *Resolution.*

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1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

MARYLAND COUNCIL OF SAFETY TO CAPTAIN JOSEPH HANDY[1]

No. 211.

Sir, We have heard of your Return into this Country these six Weeks, and are also informed, that you are loading out and intend to sail again Soon for the foreign West-Indies. –

We expected from thence a valuable Cargo in your vessel, in return for that sent out, but have neither received an Account of your Arrival there, Sales of your Cargo, or what you have brought to America in Return. –

As we cannot doubt but that you have a Letter to us from one of our Agents on those subjects, or can give us the necessary information, we cannot help expressing our Surprize that you have not long ago done it, and hope that you will immediately, on Receipt of this, acquaint us with all you know on the Subject, and also transmit such Letters as you may have to us. –[2]

[Annapolis] Octr 11th 1776

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1. Council of Safety Letter Book, No. 2, Md. Arch.
2. Handy, commanding the schooner *Three Sisters,* had been sent to St. Eustatius by the Council. See Volume 5, 652–53.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Friday 11th October 1776. –

Ordered that John Smith, Robert Smith, Jesse Foster, Joshua Hudgins, George Filyoung, William Soaper & Christopher Foster Ship carpenters who are at Present Engaged in the Service of Capt William Smiths Company of Minute Men in Gloucester County be discharged from the said Service provided they are willing to Quit the same and Engage in Working at their Trades on some of the Vessels which are Building or to be Built for the use of the Navy –

Ordered that the keeper of the Public Store deliver unto Capt Isaac Younghusband One thousand Pump Nails for the use of the Brig *Musqueto* –

Alexander Massenburg, Joseph Willson, Jno. Chick, Thomas Coleman, Thomas Bailey & John Royston Warrant officers on Board the Brig *Liberty* Commanded by Capt Thomas Lilly lodged a Complaint with this Board against the said Lilly in the following Words, to wit, "That your Petitioners influenced by the most laudable Motives the Love of Liberty freely & Voluntarily entered into the Marine Service of this State on the Board the Brig *Liberty* fully determined to risque their Lives in defence of the Rights and Liberties of their Country and are still so determined Provided they can be entitled to the Rights and Usage of Freemen themselves but that their daily Labour accomodation serving up their Provisions delay in the payment of their Wages, want of Regularity of Orders and proper Subordination among Men & Officers and the Arbitrary, Tyranical unmanley & illiberal behaviour and Treatment of their Commander Capt Thomas Lilly has made their Condition on Board the said Brig the Condition of the Slavery and of course intolerable inasmuch that they are determined at the risque of their Lives not to submit longer to it without seeking redress and endeavouring to be heard before this honble Board instituted as your petitioners have been taught to believe for the hearing redressing and adjusting all Grievances made to it from persons suffering in the Navy. – That your Petitioners pray they may not be prejudged seditious and Mutinus from the Freedom in which they express their Greivances, as Freemen they think it the essential Right of Free Marines to Speak openly – they protest against a Seditious & factious Spirit and beg that their Gr[ie]vances now setforth may be enquired into by the Evidence of the whole Crew of Officers & Seamen of the said Brig. That your Petitioners the Warrant Officers on Board the said Brig are compelled to the Duty of Common Sailors the compliment of Seamen being reduced to four & one Boy occasioned by the Desertion of the Men who could not & would not Submit to the usage and Treatment of their Captain. – That your Petitioners who are Messmates have their Provisions cooked intolerably bad and when they complain of it and beg to Dress it themselves are refused that small privilege and the Cooks Fire Ordered to be put out. – That whilst the Brig *Liberty* lay at Baltimore your Petitioners the Marines and common Sailors were huddled into a Miserable Loft and obliged to Diet & Lodge together without distinction and your Petitioner John Royston Steward of the said Brig obliged to Sell his Cloaths to Raise Money to pay his Washing Woman Capt Lilly having never paid him from the Time of his entering with him one shilling, that whilst she lay at the above place thirteen Sailors and five Marines deserted. In your Petitioners Opinion for want of their Wages with other Cruel Treatment. – Your Petitioner John Chick Gunner complains alone that whilst very sick he has been called up late at night wantonly to Load & Charge the Guns which he has begged in the day he might be Permitted to do but refused. –

Your Petitioner Thomas Coleman Pilot also Complains that in the discharge of his Duty on Board the said Brig he is so Thwarted and contradicted that it is impossible to do it satisfactory or safely. – Wherefore your Petitioners pray that right & Justice be done them that their complaints be heard and if made good by proper Testimony they be redressed which redress they beg may be to be removed from the direction and Authority of Capt. Lilly who has threatened them with severer Treatment when he gets them at Sea. Lastly your Petitioner Alexander Massenburg begs leave further to shew that at the Time of his Signing Articles with Capt Lilly it was Agreed by the said Lilly that he the said Massenburg should be at Liberty to remove from the said Brig at any Time when he was dissatisfied with his Birth and could get one more agreeable to himself and no longer than last Saturday told your Petitioner he might go when and where he pleased from which he thought himself discharged." – Which being Read It is Ordered that the said Capt Lilly be summoned to appear before the Board at the Capitol in the City of Williamsburg on Tuesday next to Answer the said Complaint. –

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1. Navy Board Journal, 72–75, VSL.

Dixon and Hunter's *Virginia Gazette,* Friday, October 11, 1776

Williamsburg, October 11.

Since our last a Spanish ship arrived in Hampton road; it is said she came to purchase a cargo of flour, and has on board 6000 dollars. Advices by this ship say, that the French seem determined to strike some capital blow against Great Britain in a very short time.

Journal of the South Carolina General Assembly[1]

[Charleston] Friday the 11th Day of October 1776

Resolved That the Commissioners of the Treasury as a further Encouragement to the Commander and Marines belonging to the vessel called the *Revenge* do pay and advance to the said Commander and Men out of the amount of the Sales of the Cargo taken from on board the Transport Brigantine called the *Glasgow-Packett* One Sixth of the neat Amount of Sales of the said Cargo

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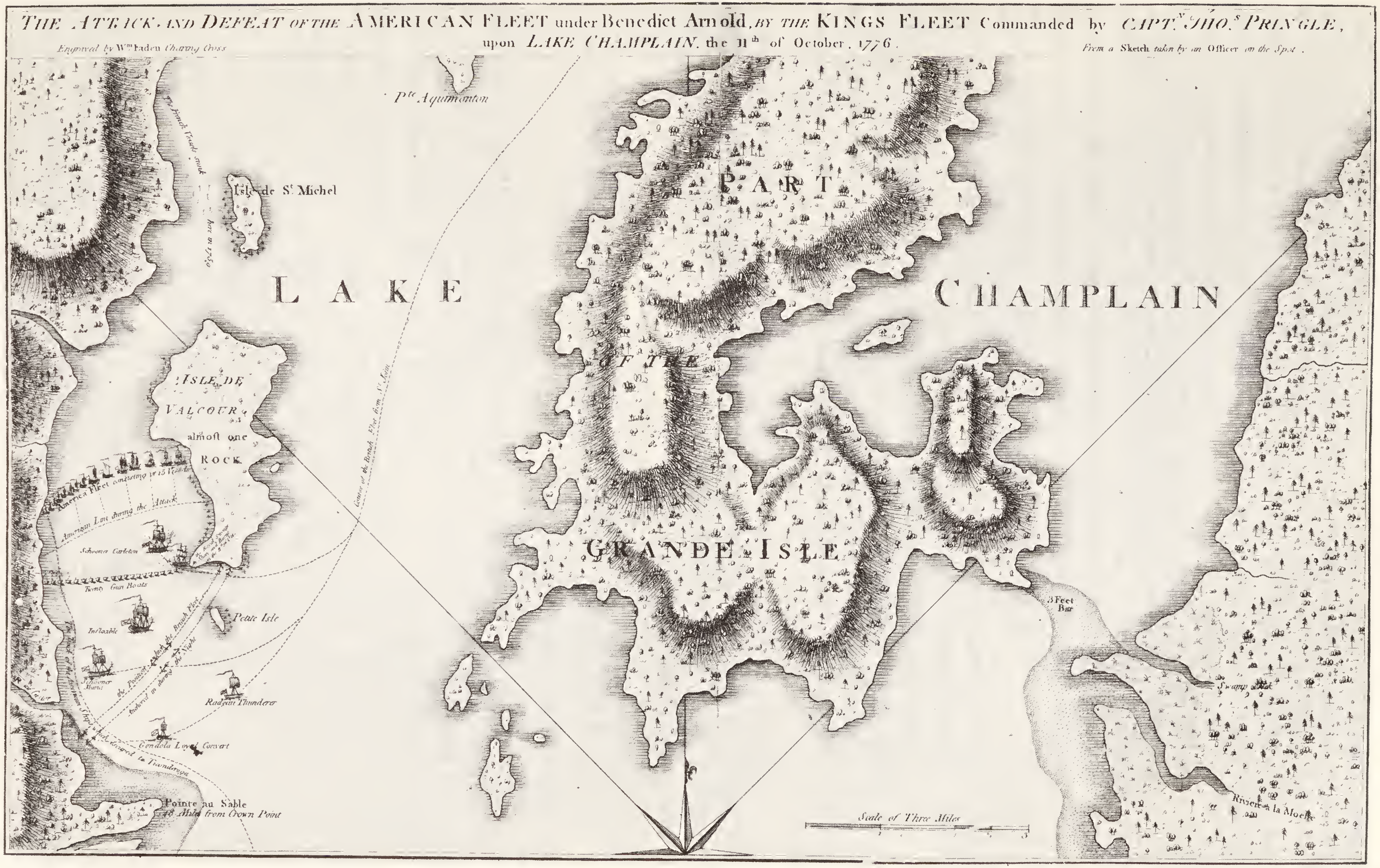
1. Salley, ed., *South Carolina General Assembly Journals,* 106, 108.

12 Oct.

Major General John Burgoyne to Captain Charles Douglas, R.N. [1]

(Copy) Camp at River La Cole 12th [October] 76

My Dear Sir I seize the first instant of my Intelligence, to inform you, that the Rebel Fleet, was found Yesterday Morning, at Anchor between the Isle Val[c]our, and the Main: They had intended to sail as this Morning: and


THE ATTACK AND DEFEAT OF THE AMERICAN FLEET under Benedict Arnold, BY THE KINGS FLEET Commanded by CAPTN. THOS. PRINGLE,
upon LAKE CHAMPLAIN, the 11th of October, 1776.
Engraved by Wm. Faden Charing Cross
From a Sketch taken by an Officer on the Spot.
Pte. Aquimonton
The French Vessels sunk here in 1759
Isle de St. Michel
LAKE
CHAMPLAIN
PART OF THE GRANDE ISLE
ISLE DE VALCOUR almost one ROCK
American Fleet consisting of 15 Vessels
American Line during the Attack
Schooner Carleton
Twenty Gun Boats
Inflexible
Schooner Maria
Petite Isle
the Position of the British Fleet anchored in during the Night
Radeau Thunderer
Gondola Loyal Convert
Track of the American Ships which escaped to Ticonderoga
Course of the British Fleet from St. John
Pointe au Sable
48 Miles from Crown Point
3 Feet Bar
Swamp
Riviere la Moelle
Scale of Three Miles
1
2
3

Battle of Valcour Island.

it was a Compleat Surprize. Our Fleet got above them, And the *Carleton* with one Division of Artillery Boats engaged; the rest of the Ships could not get into action, the Wind being strong at N.E. with this small part of our Force, we have taken & destroyed, the *Royal Savage* the largest of their Vessels; two others are supposed to be disabled: We have besides Thirty or forty Prisoners: but the best part of my intelligence is, that our whole fleet, was formed in line above the Enemy, and Consequently they must have surrendered this morning or given us battle upon our Terms, the Indians and Light Troops, are abreast with the Fleet: they cannot therefore Escape by Land. You may therefore expect my dear Sir, in a day after this news, the important decision of the Lakes I will forward it to you with Equal diligence and Joy, in the mean time accept my Congratulations, upon the Glorious Spirit, with which the Naval Department has begun, I am going forward shortly in person, in hopes the leading Brigade of the Army, may be able to move on directly.

I dare say you will think it right, and I request the favor of you to Act Accordingly to lay a positive Embargo on the sailing of all Vessels, till the result of this great business properly Authenticated by the Generals dispatches, can be forwarded through you to Government. I have the honour &c:

(sign'd) J. Burgoyne

[Endorsed] No 1 In Capt Douglas's Letter 21st October In the Lords of the Admty's of 29th Novr 1776

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1. PRO, Colonial Office, 5/125, 81c.

The Freeman's Journal, SATURDAY, OCTOBER 12, 1776

Portsmouth. October 12.

Last Sunday arrived at Saco a small prize-Schooner sent in by the *Putnam* Privateer, John Harmon Commander, having on board 300 bushels of salt and some oyl. Next day arrived another schooner, taken by the same privateer, having on board 375 Quintals of green fish; and some oyl; she brings an account of another small vessel taken that is not yet arrived, and one that they took, which was afterwards drove ashore by a frigate – the Vessel lost, but the people got on board the privateer again; the frigate drove the Privateer into a harbour, and came to anchor with intention of keeping her in; but Capt. Harmon got one of his guns ashore on a point of land, & fired on the frigate, when she returned whole broadsides into the woods at them, but did no damage – Capt. Harmon after a few shots was so lucky as to cut away her fore-stay, which obliged her to come to sail, and put to sea.

Last Wednesday arrived at Falmouth, a Prize ship, of between 3 & 400 tons, from Portsmouth in England, to Quebec, laden with Powder, Nails, Beef, Butter, &c. has 16 carriage-guns, 8 of which were mounted. She was taken by a Privateer from Newbury, by stratagem.[1]

Since our last arrived in this Port, two prize Schooners, the *Glasgow* and the *Neptune*, laden with fish & oyl, to a considerable amount, taken off the banks of Newfoundland, by Capt. Robert Parker, of this Port.

This morning a small prize schooner with 200 quintals of fish was sent into this harbour; she was taken by Capt. Calton [William Carleton] in the *General Gates* Privateer from Salem.[2]

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1. Ship *Nancy* taken by the Massachusetts schooner *Hawke*, Captain John Lee.
2. The schooner *Dragon;* see Diary of Simeon Perkins, October 11, 1776.

PETITION OF TWO OFFICERS OF THE ARMED SCHOONER *Diligent* TO THE MASSACHUSETTS GENERAL COURT[1]

The Petition of the Following Persons Humbly Sheweth

That We Your Petitioners have repeatedly Petitiond your Hons to the followg Purport that we had servd this State since the 16th March last in Differ[en]t Departments on Bord the Schooner *Dilligent* John Lambert Commander which we are sorry to say to little advantage to the Country or Ourselves, we therefore Requestd of your Hons to give us an honourable Acquitance Discounting for time Serv'd, or to place us in some way werein we cou'd render service to the General Cause and Contribute to our Advantage, for in the Channel we then was in we saw no Prospect of Executing Services Adequate to our pay, as our Seamen had mostly left the Vessl we also Enquird of your Hons the Reason of the Detainment of our Wages, or wither we was Accountable for our Captains Conduct, as we reminded your Hons the Tenor of our Commissions bound us to Obey Superior Commands, therefore we cannot View ourselves Culpable as we Disobey'd no lawfull Commands Consistent with our Duty, on which Account we Doubt not if our Conduct is Enquired into of Acquiting ourselves with Honr and to your Satisfaction, we also wou'd beg leave to Acquaint your Hons that you did not Acquit us in the Recess of the House but desird the Continuance of our Service till the Court concurd with our Discharge, which Agreeable to your Hons Request we did till last Saturday the Vessl was Discharg'd altho daily Sollicited in a private way and greatly to our Advantage, as we thought ourselves happier in Defence of the United States than in any other Service. we therefore still hold ourselves in Readiness to Accept of Commissions by Sea or Land if a Vacancy presents in protecting the Country at the hazard of our Lives. on the Contrary if nothing suitable offers we pray your Hons that we may be immediately Discounted with for our former Services and honourably Discharg'd that we may have no Obstruction of taking up Elsewhere assuring your Hons that we have allmost spent the whole of our Wages in the Pursuit of them in so Expensive a Day, we woud further inform your Hons that with the Utmost Difficulty we got our Commander to make up his Role, which after finishing and not taking a Duplicate of the same, by some means or other it has got lost, by which means we Immagine it proves an Obstruction to our Obtaining our Wages we have daily Sollicited him to make up another but to no

Effect, we therefore humbly pray that your Hons woud take it into your Wise Consideration, that we may no longer suffer by our Commanders Neglect, as we remain here upon great Expence and loosing our time, which in the present Day may be Valuable to the Country and ourselves, our fervent Zeal for which (while we lay Dormant) we have not an Opportunity of Showing, we therefore once more lay ourselves at the feet of your Hons praying we may no longer be kept in Suspence hopeing that our Petition may be Complyd with and that Suffering Innocence may be rewarded & as in Duty Bound shall ever Pray. Our Wages are as Follows. viz

Walter Perkins Second Lieut serv'd from the 16th March To the 12th Octr viz 7 Months, 2 Weeks, 0 Days a £ 5 pr Month

	37.10..0
Receivd Cash	5..–..–
Ballance due	£ 32.10..–

Peter Clark Capt of Marines & Master at Arms from the 16th March To the 12th Octr 1776 Do. 7 Months, 2 Weeks, 0 Days at £ 5 pr Month.

	37.10..0
Receivd Cash	3..0..0
Ballance due	£ 34.10..0

[Endorsed] In Council Octr 1776 Read & sent down

John Avery Dep Secy

1. Mass. Arch., vol. 210, 46.

Providence Gazette, SATURDAY, OCTOBER 12, 1776

Providence, October 12.

Capt. Arthur Crawford, of this Place, has taken and sent into a safe Port a ship from London, bound for Quebec, laden with Blankets, woolen Cloths, Irish Linens, Sheeting, Dowlas, Shoes, Stockings, Boots, Brandy, Port Wine, bottled Porter, Cheese, &c. Her Cargoe, when she sailed, was estimated at Fifteen Thousand Pounds Sterling. He has likewise taken two Ships from Jamaica.

Tuesday last [October 8] arrived from a Cruize the Sloop *Providence,* Capt [John Paul] Jones, in the Service of the United States. During her Cruize she took 13 Prizes, most of them Fishermen, six of which she burnt or sunk, after taking out the Hands, and ordered the others to different Ports. One of them is arrived at the Eastward.

Capt. [Abner] Coffin, in the *Favourite* Privateer, of this Port, has taken a Ship from Jamaica, bound for London, laden with Sugar, Rum, Limes, Pimento, &c. This Prize is also arrived in a safe Harbour.

Thursday last arrived the Privateer *Industry,* Capt. [Thomas] Child, of this Port. About a Fortnight since he fell in with a very large Jamaica

Ship, mounting 10 Carriage Guns, which he engaged for several Hours; but the Sea running high, and his Vessel making much Water, he could only bring two of his Guns to bear, and was finally obliged to quit her. Capt. Child had two Men killed, and five or six wounded.–[1]

Capt. [John] Ayres, who arrived at Boston on Tuesday last, in an armed Schooner, on the 27th ult. in Lat. 39:45, Long. 49, saw a Fleet of 49 Sail, among them five Frigates and two 3 Deckers.

Two valuable Prizes, a Snow and Ship, laden with Provisions, bound from England to New York, are taken, and carried in at the Eastward.

A Brig from Falmouth, bound to New York, is taken and carried into Townsend, at the Eastward, having on board a Captain and about 20 Privates of the 16th Regiment of Dragoons, with their Horses and Accoutrements, also the Chaplain of said Regiment.

We hear that a Privateer belonging to Newport has taken two valuable Prizes, and sent them in at the Eastward

We hear that the *Cerberus* Frigate has this Week retaken two valuable Prizes, that had been captured by some of our Privateers. The Hands that were put on board one of them escaped in their Boat.

[Advertisements]

All Persons having any Bills against the Privateer Sloop *Montgomery,* for the Second and third Cruizes, are desired to exhibit them on Thursday next to Messieurs John Smith, David Lawrence, or Joseph Cooke, of whom they may receive their Pay. Providence, October 11, 1776.

Providence, October 11, 1776.

Notice is hereby given, that on Thursday the 17th Instant, at Ten o'Clock in the Forenoon, at Capt. Joseph Crawford's Wharff, in Providence, will be Sold at public Vendue, to the highest Bidder, the Brig *Lawrence,* Burthen about 110 Tons, with her Appurtenances and Cargo, consisting of Rum, Sugar and Sea Coal

Also the Brig *Elizabeth,* Burthen about 110 Tons, with her Appurtenances and Cargo, consisting of Salt, Virginia Tobacco, Flour, and two Carriages, one a Phaeton, the other a Kitatega; also 7 Negro Men Slaves, 3 large Cables, and 2 large Anchors, &c. pursuant to a Decree of a Court erected in the State of Rhode-Island, &c. for maritime Affairs, held at said Providence the 1st of October inst. by the Hon. John Foster, Esq; Judge of said Court.

Paul Tew, Sheriff.

N.B. Part of the Salt will be sold in small L[ot]s.

Whereas a Number of Persons have purchased Goods of said Tew at public Vendue out of several Prizes sold some Time past, and neglect to pay for the same: All such Persons are hereby requested respectively to make immediate Payment, otherwise their Names, [illegible] of respect to Persons, will be exposed in the Public P[lace], more [esp]ecially those who do not live or reside in the Town of Providence. Also all Persons that have

Money lodged in their Hands for the Subscriber, are desired to pay the same immediately, that the Sale may be compleated.

To be Sold at public Auction,
On Monday the 21st of this inst. October, at Messieurs
Greene's Wharff in East Greenwich,
The Ship *St. James,*

With her Appurtenances and Cargo, consisting of 372 Hogsheads of Sugar, 82 Puncheons of Rum, 11 Bags of Pimento, 1800 Pounds Weight of old Copper, and 36 Pipes and 4 Hogsheads of Madeira Wine, and to continue till all is sold.

Henry Rice, Sheriff.

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1. An item from the *Daily Advertiser,* London, October 22, 1776, reads:

> London [October 22]. Captain Pearce, of the *Dick,* arrived at Liverpool from Jamaica, in Lat. 40, engaged a Privateer, who, after a Skirmish of two Hours, sheered off, he supposed her to be a Sloop of about 10 or 12 Guns, Bermuda built; there was a Ship in Company with her, which he imagined was a Prize, but could not be certain, as it was in the Night.

JOURNAL OF H.M.S. *Carysfort,* CAPTAIN ROBERT FANSHAW [1]

October 1776 Moord in Frog [Throg] Bay

Saturday 12th At 6 AM Weighed & Run more in Shore a little above Frog [Throg] point – at 9 hoisted a Striped Flag at the Mizon topmt head & fired a Gun Do our Troops in the Flatt bottom Boats began to Land Do Saw the Inhabitants [&] a few Armed Men driving away the Cattle. . .

Do Wear [Light Breezes & Cloudy] – At 1 PM Moor'd Ship with the Stream Anchor to the Soward in 7 fam & the Small Bower in 5 fam close to the bank, [in] which there is but 6 foot Water – Do our Troops still Landing.

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1. PRO, Admiralty 51/168.

"LIST OF THE ENEMIES FLEET ON LAKE CHAMPLAIN"[1]

[Valcour Island, October 12]

1	Ship	18..12 P[s]
1	Schooner	14.. 6 do
1	ditto	12.. 6 do
1	Redeaux	6..24 do Brass 12..12..ditto 4.. 8 Inch Howitz
28	Gondolas. with one Gun each 12.18. & 24 P[s] & One 8 Inch Howitz	
2	Gondolas	3 Guns each 12. Pounders

N B two of the above Gondolas sunk by our fleet the first Day & one blown up, with 60 Men.

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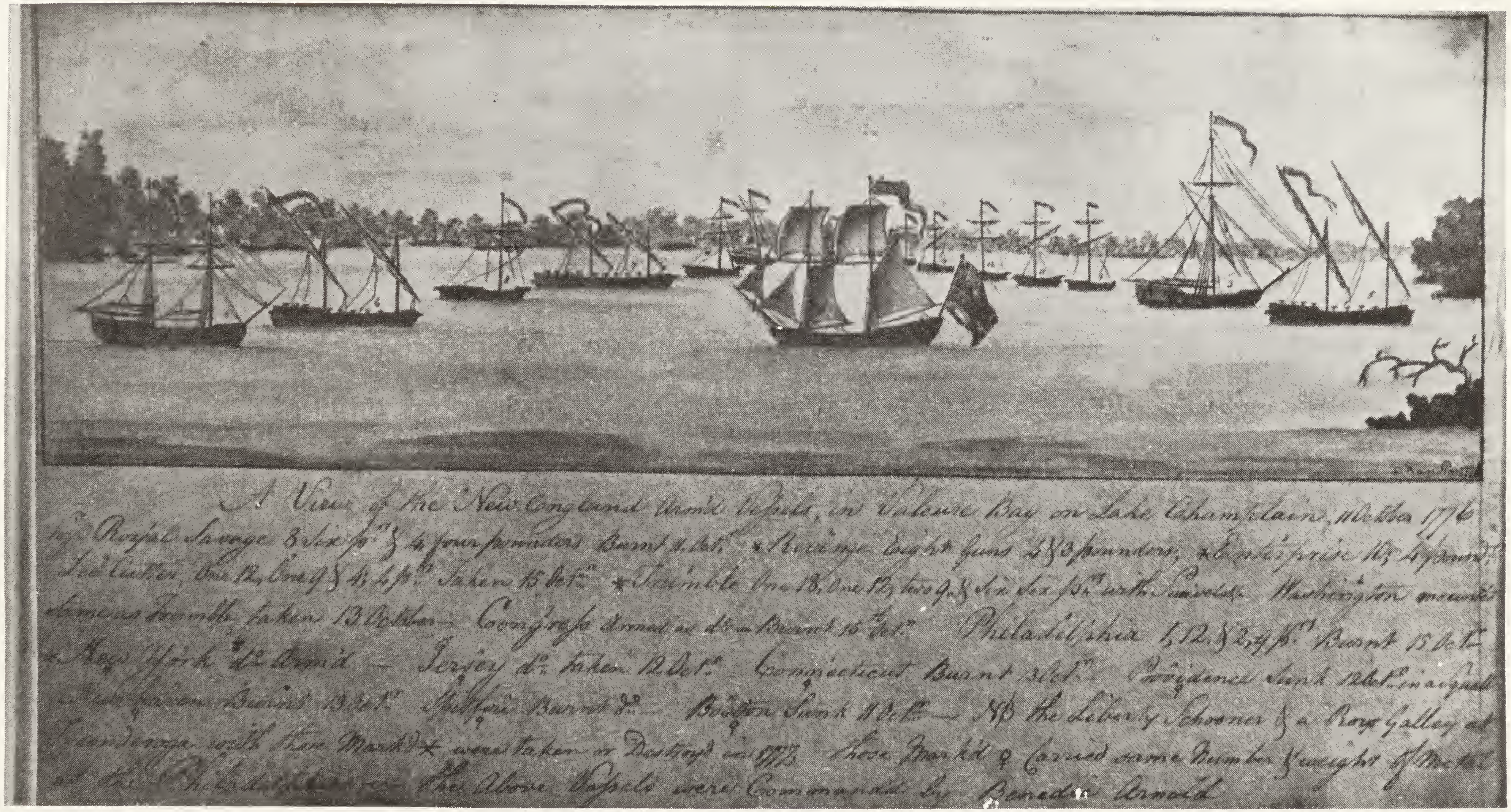
1. Schuyler Papers, Miscellaneous Military Papers, NYPL.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL HORATIO GATES [1]

Dear General Schuyler Island Octr 12. 1776

Yesterday morning at 8 oClock the Ennemies fleet, Consisting of one Ship mountg Sixteen Guns, One Snow, mounting the same Number One Schooner of fourteen Guns, two of Twelve, Two Sloops, a Bomb ketch, & a large Vessell (that did Not come up) with Fifteen, or Twenty flatt Bottom Boats or Gondolas varying, One Twelve or Eighteen pounder in their Bows — Appeared of[f], of Cumberland Head. we, emediately prepared to receive them, the Gallies & *Royal Savage* were ordered Under way, the rest of our fleet lay at An Anchor at 11 oClock. they ran under the Lee of Valcouer & began the Attack. the Schooner by some bad Management fell to Leward, & was first Attacked. One of her Masts was wounded. & her Rigging Shott away. the Capt thought prudent to run her on the Point of Valcouer, where all the Men were saved the Enemy boarded her & at Night, Set fire to her — at, half past 11 the engagement, became General, & very warm. Some of the Enemies Ships & all their Gondolas, beat & rowed up within musquet Shott of us. they, Continued a Very hot fire with Round & Grape Shott untill five OClock. when they thought proper to retire to about Six or Seven hundred Yards distance & continued the fire, untill Dark — the *Congress* & *Washington* have Sufferd. greatly, the Latter Lost her first Lieut killed, & Capt & Master wounded, the *New York* lost all her Officers except her Captain. the *Philada* was hulled in so many Places that She Sank, About One hour after the engagemt was over, the whole, killed & wounded, amounts to abt Sixty, the Enemy, Landed a large Number of Indians On the Island & each Shore, who. keep an Incessant Fire On us, but did little Damage — the Enemy had to Appearance Upwards of One thousand Men in Batteaus, prepared for boarding. — We suffered much for want of Seamen & Gunners, I was obliged myself to Point Most of the Guns on board the *Congress* which I believe did good execution — the *Congress* received Seven Shott between Wind & Water, was hulled a doz times, had her Main Mast Wounded in Two places & her Yard in One, The *Washington* was hulled a Number of times, her Main Mast Shot thro. & must have a New One. both Vessells are very leaky & want repairing.

On Consulting with Genl Waterbury & Colonel Wiggilsworth, it was thought prudent to Retire to Crown Point, every Vessells Ammunition being Nearly three fourths spent. & the Enemies greatly Superior to us in Ships, & Men — at. 7 oClock Colonel Wiggilsworth in the *Trumbull* got under Way, the Gondolas & Small Vessells followed & the *Congress* & *Washington* brought up the Rear. the Enemy did not, attempt to molest us, most of the fleet is this minute came to An Anchor, the Wind is small to the So ward, the, Enemies fleet is Under way to Leward & beating up. – as soon as our Leakes are Stoped, the whole fleet will, made [*sic* make] the utmost Dispatch to Crown Point, where I beg you will Send Ammunition & your further Orders for us. — On the whole I think we have had a Very fortunate escape, & have great reason to return, our humble, & hearty thanks to



A View of the New England Arm'd Vessels, in Valcure Bay on Lake Champlain, 11 Octbr 1776
[illegible] Royal Savage 8 six pd'rs & 4 four pounders Burnt 11 Oct. *Revenge eight guns 4 & 3 pounders, *Enterprise 12, 4 pound'rs.
Lee Cutter, one 12, one 9 & 4, 4 pd'rs Taken 13 Octr *Trumble one 18, one 12, two 9 & six six pd'rs with swivels. Washington mounts
same as Trumble taken 13 Octbr — Congress Armed as do — Burnt 13 Octr Philadelphia 1, 12 & 2, 9 pd'rs Burnt 11 Octr
*New York do Arm'd — Jersey do taken 12 Octr Connecticut Burnt 13 Octr Providence Sunk 12 Octr in a gall[illegible]
[illegible] Burnt 13 Octr Spitfire Burnt do — Boston Sunk 11 Octr — NB the Liberty Schooner & a Row Galley at
Ticonderoga with those Mark'd * were taken or Destroy'd in 1775 Those Mark'd & Carried same Number & weight of Metal
as the Philadelphia — The above Vessels were Commanded by Benedict Arnold

Continental Fleet on Lake Champlain.

Allmighty God for preserving. & delivering so many of us from, our more than Savage Enemies. I am Dr General Your affectionate [&c.]

B Arnold

P S I had not moved on board the *Congress,* when the Enemy Appeared, lost All my Papers & most of my Cloaths on board the Schooner I wish a doz Batteaus well Manned could be sent emediately to tow up the Vessells in case of a So[uther]ly Wind

I cannot in Justice to the Officers in the fleet Omit mentioning their Spirited Conduct During the Action

B A

1. Gates Papers, Box 4, NYHS.

MAJOR GENERAL HORATIO GATES TO BRIGADIER GENERAL BENEDICT ARNOLD [1]

Dear General, Ticonderoga 12th October 1776. –

I have received your Favours of the 7th & 10th Instant, and am pleased to find You, and your Armada, ride in Valcour Bay, in defiance of the power of Our Foes in Canada; The *Liberty* arrived last Night, and sails this Moment with the provisions you wrote for, and some of Mr Yauncy's best Beef. – I have long ago urged the necessity for Continuing to Increase Our Naval Strength upon the Lake, and shall now send your Letter to General Schuyler, and desire him to make such Extract from it, as if further requisite to induce Congress to direct the forwarding that Useful Work. –

No News, is good News; for, except what is in the inclosed paper, I know none to send You. – I firmly believe that the beating the Enemy received from Our Troops, upon Monday the 16th Ulto, & the Fire of New York, have cooled their Ardour so much that it remains a doubt with me whether General Howe will make Another Attempt before he gets Succours from England; perhaps his Foreign and National Troops have disagreed; perhaps he waits fresh Instructions from His Master. – Whatsoever is the Cause of his Inaction, it is quite Certain, he has given Our Army Three Weeks to Form their Blockade of New York, and to Strengthen their posts in such a Manner, as not to be Forced but with Greater Loss than I think General Howe Can Afford. –

Inclosed is a Resolve of Congress, which when put into Execution will Establish their Independcy: and effectually, and forever, put a period to the Domination of Great Britain. –

My respectfull Compliments to General Waterbury & Colonel Wigglesworth. – I am Dear General Your Affectionate [&c.]

Horatio Gates

1. Gates Papers, Box 19, NYHS.

George Washington to Governor Nicholas Cooke[1]

[Extract] Head Qrs Harlem Heights Oct 12th 1776

On the morning of the 9th Inst Three of the Enemy's Ships, Two of 44 Guns & One of 20, with three or four Tenders ran up the North River without receiving any interruption from our Chevaux de frise or apparent damage from our Batteries, tho a heavy fire was kept up against them from each side of the River. They are laying at Tarry Town from 29 to 30 miles above this, & out sailing Two of our Row Gallies in their passage up, they fell into their hands, the Crews escaped.

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[1] Washington Papers, LC.

Lieutenant Colonel Robert Hanson Harrison to Robert R. Livingston[1]

Head Qrs Heights of Harlem

Sir Octob 12th 1776

Your favor of the 10th addressed to Mr Tilghman came safe to hand, which I took the liberty to open in his absence, presuming it to be more of a public than private nature. Having sundry dispatches now before me, I have only time to inform you, that Two Gondolas or Row Gallies were taken by the ships as they went up – that a Regiment of Militia lately from the Massachusets is detached to your assistance and that this Morning about Four thousand of the Enemy landed at Frogs [Throg] point, who forming themselves in to Two divisions according to the Intelligence I have received, have marched towards East & West Chester – as soon as the account was brought to Head Qrs, his Excelly set out for Kings bridge, and my last advices are, that he was pursuing the Enemy. before this (now ½ after 3 oClock) perhaps something has been done – Mr Tilghman is with him. I wait impatiently to hear. I am Sir [&c.]

Rob^{t} H Harrison

P S. please to shew this to Mr. [William] Duer. I have his Letter for Mr Tilghman but cannot answer it now

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[1] US Revolution (October 8, 1776–February 28, 1777), LC.

Colonel Jedediah Huntington to Andrew Huntington[1]

[Extract] Camp Kingbridge 12th Octo. 1776

We have no News of importance save the Loss of the Navigation of the North River by Means of the Ships which went up last Wednesday 14 Miles above us. it will make more Work for Land Carriers. we shall be disobliged for Want of Boards &c.

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[1] *Collections of the Connecticut Historical Society*, XX, 330, 331.

JOURNAL OF H.M.S. *Niger*, CAPTAIN GEORGE TALBOT[1]

October 1776 At Single Anchor between New City Isl & Hart Island

Saturday 12 At 5 AM Weigh'd came to sail & run into 2 fath Water & came too off Stevens's House on Frog Neck in order to cover the Army Intended to Land near there from 10 AM till Noon the Army Landed to the Wt Wd of the Neck without Opposition

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[1] PRO, Admiralty 51/637.

DIARY OF DR. THOMAS MOFFAT[1]

[On board H.M. Sloop *Swan* at Sandy Hook]

Saturday October 12 Thermom morning 47. came into the Hook the *Merlin* with 2 prize Ships 1 from Honduras bay[2] 1 from the W Indies with Rum and Sugar also the *Susanna* Brigt with troops from Portsmouth.

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[1] Thomas Moffat's Diary, LC.

[2] See Journal of H. M. S. *Cerberus*, October 8.

New-York Gazette, SATURDAY, OCTOBER 12, 1776

Newark, October 12.

Last Thursday se'nnight, Captains Coffin and Grennell, with a boy, made their escape from Staten-Island in a canoe, and got safe to Bergen Point, and from thence came to this place last Saturday: The former was taken going from New-York to Nantucket some months since, and the latter, on the 28th of August, in lat. 33, 30, long. 66, 20, in a brig from the Western Islands for Nantucket, by a new English 20 gun ship called the *Galatea*, John Jones,[1] Esq; commander, sheathed with copper, and a most extraordinary sailer, being part of a convoy for some ships from London bound to New-York, some of which are arrived at Sandy-Hook.

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[1] H. M. S. *Galatea* was actually commanded by Captain Thomas Jordan.

MATHEW IRWIN IN ACCOUNT WITH THE PENNSYLVANIA PRIVATEER BRIG *General Putnam*[1]

[Philadelphia, September 18 to October 12, 1776]

Sept. 18.	Brige. *Genl. Putnam,*[2] my part, paid John Sparhawk 2d Payment towards Share in her	100..–..–
Oct. 12	Brigte *Gen. Putnam,* my part, paid Dr. Sparhawk 3d. payment	86..5..–

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[1] Mathew Irwin's Account Book, 1769–1784, LC.

[2] The *General Putnam,* Charles Ferguson, commander, 12 guns and 90 men, was commissioned August 27, 1776, "List of Armed Vessels from Port of Philadelphia, 1776–1777 . . . ," *Pennsylvania Magazine of History and Biography* (Philadelphia, 1902), XXVI, 146, 147.

DIARY OF CHRISTOPHER MARSHALL [1]

[Philadelphia] Octr 12th 1776

. . . by Letter yesterdays Eastern Post, Paul Fooks reced from Nantz in old France from Monsr Pennel,[2] that he had Loaded 2 Vessels for Virginia with Blankets, Course cloaths, Lining, Arms Amunition &c also 2 of Same Commodities for Rhode Island, and that he had another (besides this that brought this Letter both Loaded with same Commodities &c) that would Sail in a few days; which I hope will all arrive safe I think this Letter was datd 3d Augst two Vessels with Salt arrived within these two Days past, and yet its Said Some are Selling it at 3 dollars p Bushel, (so inhumane are some of our Citizens to poor people) . . . A wonderfull ordinance publishd in *Evening Post* numb. 270, Inviting all Masters of Vessells coming with Salt, to Sell it to them for 15/ p Bushell[3] A rare Council of Safety

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1. Diary of Christopher Marshall, HSP.
2. Pierre Penet, of the French firm Penet & Pliarne.
3. *Pennsylvania Evening Post,* October 12, 1776.

"STEPHEN STEWARD'S ACCT OF TACKLE, STORES &C TAKEN FROM SCHOONER *Resolution*"[1]

[Baltimore] Octr 12th 1776 Recd of Roger Horace Pratt of the Schooner *Resolution* the following Articles —[2]

A Quantity of Sheet Copper & Funnel
2 Sheets of Lead the remains of the Iron ballast
the Cranes Stanchens ring Eye bolts belonging to the Vessel
30 Hammocks 1 Cot & bottom
35 lb Soape 1 Box Candles 2 Arm Chests
13 Cutlasses an English Jack & Ensign
A French Jack Ensign & Pendant
A Continental Jack
1 Musket & Cattrich box & a few musket balls
7 Horns with powder
Main Topmast Staysail Halyards & down haul
2 Bundles of Shrouds & Topsail Sheet stoppers
26 Tompions 2 Tackel & Falls
40 Double & 3 Single Saile Blocks, 26 Single Blocks
4 Snatch Blocks 2 Marling spikes
2 Treble Blocks a small Quantity of spare Rope
2 Lead lines 4 Buckets
1 pr Lower Steering Sail Halyards 1 pr Topmast Ditto
1 Copper Pump 2 Sides & 2 peices Leather
1 Hauser 5 Inch 80 Fathom — Return'd
1 Marble pestle & Morter
the Medicine Box with its Contents

1 Stream Anchor
1 Water barrel 1 Hose & 1 Harnes Tub
1 Saw 4 Augers 3 Calking Irons 1 pr Callipers 1 Gauge
1 Plane 1 Adz 1 Gimblet 1 Worm 1 Tommy Hauk
the Spritsail Yard & Gear —

Octr 12 1776 The following Articles left on board in order to fit the Schooner *Resolution* for Sea Exclusive of the Masts Yards Sparrs Standing & runing riging Barge & Gally Boate —

4 Double blocks 15 Inch & 4 Saile blocks, 1 Main Sheet Tye & Fly blocks 2 Doz 5 & 6 Inch blocks, 2 small & 1 large snach bk
10 Tacle Hooks & Thumbles 4 Marling spikes
17 Seasing Trucks & 2 Doz Grumets 4 spare dead Eyes
16 Sail blocks 3 Boat Gripes & a Fore Topen lift
Standing Jib Sheets & Fore Topmast Steeringsail Halyards
Lower steering Sail Halyards & Maintopmast St sail Tack & Halyds
Some points & Gaskets 3 balls 6 thred Worming
15 balls ropeyarn & 3 of Spunyarn
2 Leads & lines a Half Bushel with spikes a pitch Shoffle
1 Grind stone, 1 Log line 4 Buckets 1 Coopers Funnel
3 Paint pots 7 Upper & 7 Lower pump Boxes 2 Tack Sailes
1 Copper Pump 4 pump Spears 6 Brakes & 1 pump hook
1 pr Can[t] hooks 2 Scrubing Brushes & Clamps 3 Scrapers
1 Fish hook 1 Tommy Hauk 2 Tarr Brushes 2 Handspikes
1 Crow 2 Sides pump Leather 2 Bow & 1 Kedge Anchor
2 Iron Buoys 2 Cables the one 8 the other 9 Inch & 1 Tow line
2 Mess Tubs — 1 Hauser 5 Inch 80 Fathom
2 Quoils of Inch & half & 1 of 2 Inch & 1 of 2½ Inch Rope
part of a Quoile of 12 thred rattling
2 Water pipes 2 Hhds & 3: 60 Gallon Casks
11 Barrels & 2 Hhds of Bread & a Quantity of loose Bread
Main Sail Fore Sail Jib flying Jib 2 Topsails & 2 Top Galt Sails
[2] Lower & Top mast Steering Sails 1 Water Skid 1 Harnis Tub
Box with Nails & half Tub
A Iron Cabbuse with 2 Iron potts Ladle & Tormenters
4 Tarpawlings some Carpenters Tools
3 Spy Glasse's 3 speaking Trumpets part of Box Candles
3 Wood & 1 Brass Compasses
A Continental Jack Ensign & Pendant 1 Cutlass
pr Steelyards & a Funnel 3 Stools
3 half hour Glasses & 3 half & 2 Qr Minuet Glasses
2 Te Kettles 1 Coffee pott & Tinder Box
2 Sauce panns 5 Wine Glasses 5 Basons 2 pepper Boxes
1 Cruet 1 Tureen ½ doz Knives & forks
4 Spoons 17 plates
2 Dishes 5 padlocks 2 Bread Basketts

6 Skains Marlin & 6 Twine
1 Cot & Frame — Cabbin Brush

1. Executive Papers, Box 2, Folder 72, Md. Arch.
2. "Ordered That Mr Stephen Steward take Possession of all the military Stores, Guns & Rigging of the Schooner *Resolution*," Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Saturday the 12th October 1776. –

Ordered that a Warrant Issue to Lieut Peter Stubblefield for the use of Capt Gabriel Jones for Two hundred and fifty two pounds six shillings and eight pence for pay of his Company of Marines from the twenty ninth day of August last to the Eleventh Instant as p Pay-Roll this day settled. –

Ordered that the keeper of the Public Store deliver unto Capt George Elliott one two hour Glass, fifteen Yards of Oznabrigs and six Pound of sewing Twine for the use of the *Safeguard* Galley. –

Ordered that Mr William Finnie deliver unto Capt George Elliott twenty five Flannell Packetts and twenty pair of Stockings for the use of the *Safeguard* Galley. –

Ordered that the keeper of the Public Store deliver unto Capt Robert Tompkins twenty five pounds of Dry white Lead one two hour Glass, one large speaking Trumpet, one small Ditto, fifty Shotts, fifty Worsted Caps seventy five pair of Course Stockings, fifty pair of Shoes, thirteen Pieces of Checks, One hundred and seventy five Yards of Oznabrigs, one pound of Lampblack, Ten Barrells of Bread thirty pr of Breeches fifty Jacketts and one Spie Glass for the use of the *Henry* Galley. –

Ordered that a Warrant Issue to George Cutlett for the use of Capt Alexander Dick for Three hundred Pounds upon Account, to Purchase Necessaries and for pay of his Company of Marines. –

Ordered that the keeper of Public Store deliver unto Capt William Saunders four Palms, six Mens Hats, two Dozen Sail Needles, four pounds of Twine and eight p[r] of Mens Stockings for the use of the Schooner *Adventure*. –

Ordered that the keeper of the Public Store deliver unto Capt Richard Taylor three pieces of Chip thirty Yards of Cloth, four pound of Twine, one small speaking Trumpett and one two hour Glass. And that Colo Finnie deliver unto the said Capt Taylor twenty flannell Jacketts and eight pr of Stockings for the use of the Schooner *Hornett*

1. Navy Board Journal, 75–77, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS[1]

Sir [Williamsburg, October 12, 1776][2]

Inclos'd you have a memorandum of Cordage which please to send to James Town or the College landing as soon as possible,

1 Cable 7 Inches 70 foot-Fathom long

1 Coil of Ratlin 1 do Spun Yarn –
1 do $5\frac{1}{2}$ Inch Cordage. 1 do 2 Inch do
1 do $2\frac{1}{2}$ Inch do for the *Hornett* Capt Richd Taylor
1 Coil Spun Yarn 1 do Inch Cordage
1 do 2 Inch do for the *Adventure* Capt Saunders
(Sign'd)
Thomas Whiting 1st Comr

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1. Navy Board Letter Book, VSL.
2. Date taken from minutes of the Board.

Journal of the South Carolina Navy Board [1]

Navy Board [Charleston] Saturday 12th Octr. 1776 –

The Board met according to adjournment.

Present. Edward Blake first Commissr –

Thomas Savage, Josiah Smith Jun Geo Abbot Hall, Thomas Corbett, Roger Smith, George Smith –

Read several applications to the Board for the Clerk's office & then proceeded to choose a Clerk –

Mr. John Calvert was declared unanimously Elected to be Clerk of this Board & he took the following Oath of qualification vizt.

> I John Calvert do swear that I will well & truly execute the duties of my Office as Clerk of the Navy Board to the best of my skill & Judgement & that I will faithfully keep secret the Business of the said Board, when requir'd
>
> So help me God

Received a Muster Roll of the Brigt. . *Defence*
do a Muster Roll of the Brigt. . *Comet*

The following Letter was sent to Capt. Thomas Pickering

> Capt. Thomas Pickering
>
> You are hereby required to use the utmost diligence in Manning the Brigt. *Defence* under your Command & getting her ready for Sea, in particular we recommend that you take the most effectual means, for recovering the Seamen who have deserted from your Vessel as speedily as possible if they are to be found in Town & make a return to the Navy Board of your Compliment of Men by Tuesday next at Nine OClock in the Morning

A similar Letter was also sent to Capt. Edward Allen Commander of the Brigt. *Comet:*

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1. Salley, ed., *South Carolina Navy Board,* 6.

Journal of the South Carolina General Assembly[1]

[Charleston] Saturday the 12th Day of October 1776

The Clerk of the Legislative Council brought from that House an Ordinance for allowing and keeping in Repair a Pilot Boat to attend the Bar and

Harbour of Beaufort and for regulating the Pilotage of the said Harbour Read a Third Time in that House

1. Salley, ed., *South Carolina General Assembly Journals,* 109, 112.

13 Oct. (Sunday)

LIEUTENANT JOHN STARKE'S SKETCH OF THE WAR IN CANADA [1]

[Schooner *Maria,* October 11 to October 13]

. . . the Rebel Fleet was attacked and destroyed in the two different engagements, in the Lake Champlain, on the 11th and 13 of October 1776 – By this Victory the command of the Navigation of the Lake was regained; the Province of Quebec was secured from future invasions; and the Army whose operations had been impeded untill this object was attained, had now scope to act – The Season of the year being far advanced, the expedition against Ticonderoga was postponed untill the following year.

1. Lieutenant Starke's Narrative, NMM.

"A LIST OF HIS MAJESTY'S ARM'D VESSELS, GUN BOATS &C. SERVING ON LAKE CHAMPLAIN DURING THE CAMPAIGN 1776."[1]

How Rigg'd	No of Men	No of Guns	Wt of Metal 24 Ps	12 Ps	9 Ps	6 Ps	Swivels
Inflexible							
Ship	120	17					10
Maria							
Schooner		14				14	6
Carleton							
Schooner	45	12				12	6
Thunderer							
Ketch	35				8 Inch Howitz		
Royal Convert							
Hoy	35	7			7		
Gun Boats							
	247						

1. Provincial Marine, 1764–1784 (RG 8, "C" Series, vol. 722A), DAC.

"A LIST OF THE NAMES &C OF REBEL VESSELS TAKEN BY HIS MAJESTY'S FLEET ON LAKE CHAMPLAIN OCTR 13TH IN THE YEAR 1776."[1]

How Rigg'd	No of Guns	Weight of Metal 18 P.	12 P.	9 P.	4 P.	2 P.
				Washington		
Galley	12	1	1	2	6	2
				Lee		
Sloop	6		1	1	4	
				Jersey		
Hoy	3		1	2		

Remarks

The *Jersey* taken	12th	Octr	1776
The *Washington*	13	"	"
The *Lee*	15	"	"

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[1] Provincial Marine, 1764–1784 (RG 8, "C" Series, vol. 722A), DAC.

DIARY OF JOSHUA PELL, JR.[1]

[Pointe au Fer]

13th October – On the appearance of our Squadron before Crown point, the Rebels destroy'd the works, and quit it with precipitation. General Carlton was on board the *Maria* during the whole action, and the whole behav'd with the greatest perseverance and magnanimity.

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[1] "Diary of Joshua Pell, Jr.," *Magazine of American History,* II, 46.

DIARY OF DR. LEWIS BEEBE[1]

[Ticonderoga] Sunday 13th [October] . . . This day a boat arrived express from the fleet: which informed, that our fleet was attacked by British Butchers on fryday 11th which continued the greatest part of the day, that on Saturday 12th our fleet retreated near split rock; where they lay in sight of the enemy; their army being a little in the rear in flat bottom Boats. This morning the fleets engaged the second time; as we heard an almost incessant fire from day break till afternoon. What damage is done on either side, we have as yet not heard.

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[1] "Beebe's Journal," *Pennsylvania Magazine of History and Biography,* LIX, 353, 354.

"EXTRACT OF A LETTER FROM HARLEM, OCTOBER 13."[1]

Yesterday morning about 4000 of the enemy landed at Fogg's or Frog's [Throg] Point, in the sound, about 6 miles above us: a detachment was immediately sent to oppose them: The enemy got possession of the point, but as I was informed last night had made no farther progress. Our people, I am told, had taken up a bridge which was there, and felled trees across the road, to obstruct them till a reinforcement could arrive. In the afternoon 42 sail passed the mouth of Harlem river, in their way to the point; they consisted of sloops, schooners, brigs and 9 ships. I expect there will be bloody work there to-day. From the number of men landed and the ships which went up, I think this can be no feint, but that the main body of Howe's army must be there, and that there he intends to make his Coup-de-Main. This week will probably finish the campaign. – Upon the arrival of the ships at Dobbs' ferry they landed some men and plundered a store-house. I suppose those men who landed yesterday are to go across that country, and form a line from Frog's point to Tarrytown, 4 miles above Dobb's ferry, where the ships lie, but in this I expect they will be mistaken.

1. *Pennsylvania Gazette,* October 16, 1776.

SECRET COMMITTEE OF THE CONTINENTAL CONGRESS TO BRIGADIER GENERAL THOMAS MIFFLIN[1]

[Extract] Philada October 13th 1776

Sir We have the pleasure to inclose you herein an Invoice of Some Cloths and Blankets lately imported into Rhode Island on Continental account[2] and the Congress have directed the whole to be applyed to the use of the Army, wherefore we also inclose herein an order to Messrs Nicholas & John Brown in whose care they are, to deliver them to your Order –

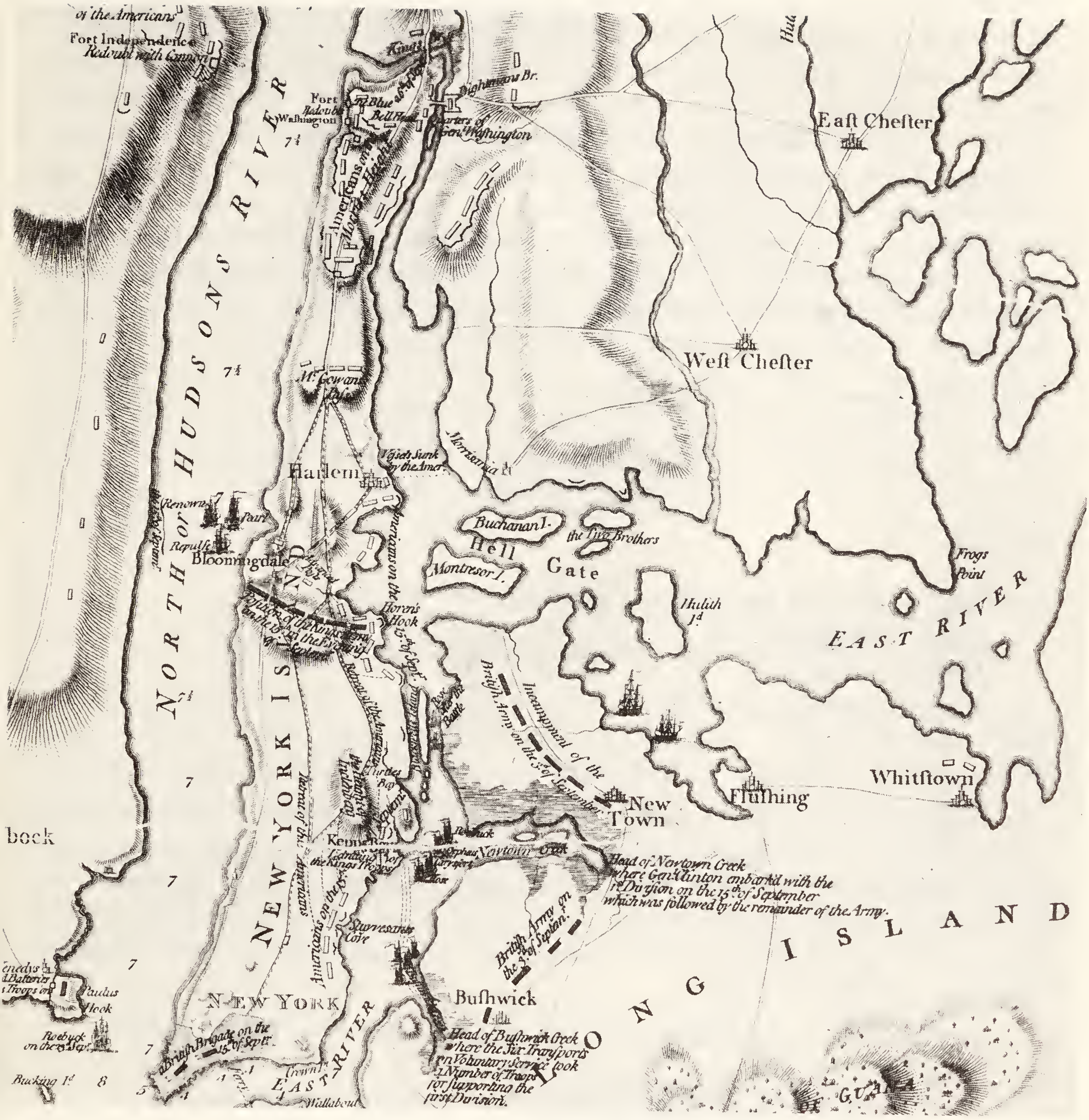
It is recommended to you by Congress to have the Cloths made up immediately into Soldiers Cloaths and you will consider whether it may be best to have them made in Rhode Island & Connecticut or by the Taylors in the Army or whether it may be best to employ all the Taylors at each place. . . .

1. Continental Congress Miscellany, 1775–79, LC.
2. *Ibid.*, the detailed invoice of goods imported from France on board the ship *Happy Return,* Captain Gideon Crawford, which were landed at Providence.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN NATHANIEL FALCONER[1]

Sir [Philadelphia] October 13th 1776. –

We are in great want of Coals to make anchors and other Smiths work for the frigates here, and as you are going on public business into the States of Connecticut, Rhode Island Massuchusets & New Hampshire you may probably meet with some Coals fit for Smiths use, that have been or may be taken on board some of the Prizes sent into those places. Should that happen we request you will purchase as many as will load two Schooners or Sloops and send them to us immediately For this purpose we desire you will buy two fast Sailing Marble head Schooners or Sloops that will sail and carry well, buy them cheap as possible and if you get coals send them here


of the Americans
Fort Independence
Redoubt with Cannon
Kings Br.
Dickmans Br.
Fort
Redoubt
Washington
Blue
Bell
Quarters of
Gen. Washington
Americans on the Heights
Mc Gowans
Pass
Harlem
Vessels Sunk by the Amer.
Morrisania
East Chester
West Chester
NORTH or HUDSONS RIVER
Renown
Pearl
Repulse
Bloomingdale
Buchanan I.
the Two Brothers
Montresor I.
Hell Gate
Horens Hook
Hulith Id
Frogs Point
EAST RIVER
Incampment of the British Army on the 3d of September
New Town
Flushing
Whitstown
NEW YORK ISLAND
Kepp's Bay
Turtle Bay
Newtown Creek
Head of Newtown Creek where Genl. Clinton embark'd with the 1st Division on the 15th of September which was followed by the remainder of the Army.
British Army on the 3d of Septr.
Stuyvesants Cove
LONG ISLAND
Bushwick
Head of Bushwick Creek where the Six Transports on Voluntary Service took a Number of Troops for supporting the first Division.
NEW YORK
British Brigade on the 15th of Septr.
Paulus Hook
Roebuck on the 15th Septr.
Bucking Id
EAST RIVER
Wallabout
bock
7
7½
8
5

"A Plan of New York Island with Part of Long Island, etc."

directly. If you get the Schooners but cannot get the Coals, then put some Salt, Sugars, or rum on board as much in value as you think will pay for a load of Coals for each at about 2/ per bushel and dispatch them with the same immediately for James's River Virginia consigned to the Honble Benjamin Harrison Esqr inclosing him an Invoice of the Goods you send and advising him to sell those goods and load the Vessel with coals immediately dispatching the same to us. You will take care to procure active good Masters, Mates and men, and manage the whole to the best advantage for the public and as you have this and other business to transact we deliver you herewith Four thousand Dollars for which you are to account on your return. We also give you letters of Credit & recommendation to the Continental Agents in each state and a warrant authorizing you to survey the Continental Frigates at Rhode Island, but since this was agreed to, we have heard those frigates are compleated and ready for the sea which we hope may be true. We are Sir [&c.]

1. Marine Committee Letter Book, 32–33, NA.

CONTINENTAL MARINE COMMITTEE TO THE CONTINENTAL AGENTS IN NEW ENGLAND [1]

Circular

To Nathl Shaw junr eqr
Danl Tillinghast. esq
John Bradford esq
John Langdon eqr
[Philadelphia] October 13th 1776.

Sir

This will be delivered to you by Nathanil Falconer esqr a Gentleman in our service and who has in charge to execute some business for us in yours or the neighbouring States. Should he stand in need of your assistance we hope it will be readily afforded him, and if he wants money you may depend that his drafts will be paid. We recommend this Gentleman to your freindly attention and are Sir [&c.]

1. Marine Committee Letter Book, 33, NA.

CONTINENTAL MARINE COMMITTEE TO THE RHODE ISLAND FRIGATE COMMITTEE [1]

Gentlemen [Philadelphia] October 13th 1776

We fear our orders of the 9th Instant for sending aSet of Cannon from your State to New Hampshire may not be so proper as we thought them at the time of Signing, because we are since informed through several Channels [that your frigates] are quite or very near fit for the Sea, which is avery different account from that which caused us to send that order, therefore to prevent inconvenience or disadvantage to the public service we dispatch this immediately after the other and desire you may not forward the said Cannon to Portsmouth if your Ships are actually ready for service, for our veiw is only to get such of the frigates as are ready into action, and it matters not to us whether it be yours or the New Hampshire frigate that goes first, but you will still answer what we have said to Governor Hopkins respecting Cannon. We are Gentlemen [&c.]

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[1] Marine Committee Letter Book, 33–34, NA.

CONTINENTAL MARINE COMMITTEE TO JOHN LANGDON[1]

Sir [Philadelphia] October 13th 1776

Since sending you our Order of the 9th instant we are well informed that the Frigates at Rhode Island are ready for sea and if that is really the case it would be improper to strip them of the Cannon to send them to you. We have now wrote the Committee to keep their Cannon if their Ships are actually fit for service, for we did not mean by the former order to give a preference, it was our design only to prevent the Guns from lying useless there when you wanted them: but we desire them to tell us whether they will not cast another set and on what terms. We are Sir [&c.]

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[1] Marine Committee Letter Book, 34, NA.

DIARY OF CHRISTOPHER MARSHALL [1]

[Philadelphia] Octr 13th 1776

. . . the prize Ship[2] Coming thro' the chivea de frize Got hurt So as they were obliged to unload & keep the Pumps going till arrived in town then run her ashoar at Hodge wharffe, and were busie unloading her Cargo this day on the Sd wharves &c

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[1] Diary of Christopher Marshall, HSP.

[2] The *Thetis.*

14 Oct.

CAPTAIN GEORGE COLLIER TO CAPTAIN HENRY MOWAT, R.N.[1]

By Sir George Collier Commander of
His Majesty's Ship *Rainbow* and
Senior Captain of His Majesty's
Ships in the Harbour of Halifax.

In consequence of a Representation from Captain John Burr of His Majesty's Ship *Milford,* of his very bad state of Health rendering him incapable of going to Sea at present.

You are hereby required and directed to repair on board the said Ship and take upon you the Command of her 'till further Order; strictly charging and Commanding all the officers and Company of the said Ship to behave themselves with all due respect and obedience to you their said Commander: and you likewise to observe the General Printed Instructions as what orders and Directions You shall from time to time receive from me, or any other your Superior Officers, for His Majestys Service; for which this shall be your order.

Given on board His Majesty's Ship *Rainbow* in the Harbour of Halifax the 14th of October 1776 –

Geo Collier

To Captain Henry Mowat hereby appointed Acting Captain of His Majesty's Ship *Milford.*

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1. PRO, Admiralty 1/2124, 14, 4.

TRIAL AND VERDICT IN HALIFAX VICE ADMIRALTY COURT OF THE RECAPTURED BRITISH SHIP *Hester*[1]

Nova Scotia
Court of Vice
Admiralty

Cause

Henry Bellew Esqr Commander of his Majestys Ship of War the *Liverpool* VS the Ship *Hester* & Cargo a Recapture –

Thursday
Octr 3. 1776

Libel filed and entre'd Order made thereon as on file

Hugh Goold Purser of his Majestys Ship of War the *Liverpool* being Duly Sworne deposeth that on or about the 20th of September last the Ship *Hester* whereof was one David Crombie Master was taken by the *Liverpool* Man of War on Georges Banks bound to New England that the said Ship had been before taken (as the Deponant was Informed) by a Privateer fitted out from the Colonies now in Rebellion calle'd the *Collumbus* mounting 32 Guns in the Lattitude 36° Longitude about 50″ that the papers are in the possesion of the Master David Crombie

Hugh Goold

5th Octobr 1776 Sworn to before me

Charles Morris junr

Monday 7th
Octobr 1776 –

Court open'd by makeing Proclamation as usual & adjourn'd to thursday 10th Instant, no Claimant haveing appeard

10th Octobr
1776 –

Court open'd by makeing Proclamation as usual David Crombie the Master appear'd & entre'd his Claim to the Ship *Hester* and Cargo as on file –

Deposition of David Crombie taken before the Register read as follows.

Nova Scotia
Court of Vice
Admiralty

David Crombie Master of the Ship *Hester* being Duly Sworne Deposeth as follows that on or about the 28th of August last Lattitude 39°40″ Longitude 48°45″ he was taken by a Rebel Privateer from some of the Colonies now in Rebellion call'd the *Collumbus* whereof was Master one Abraham Whipple mounting 28 Carrige Gunns. that they took out all his People and put on board 14 of the Privateers men that they then shap'd their Course for some Port in New England, that on or about the 21st of September the Deponant fell in with Captn Henry Bellew of his Majestys Ship *Liverpool* on Georges Banks who retook the said Ship *Hester* and brought her into this Port of Halifax —

David Crombie

Sworn to before me this 10th Day of Octobr 1776

Charles Morris junr Regr —

Octobr 14th 1776 — Court open'd by makeing Proclamation as usual
The Libel Order and return thereon read
The Depositions taken before the Register also read
Then the Claim was read as on file
The Warrant of Appraisement and return was also read William Nesbitt Esqr his Majestys Advocate General in this Court then move'd for a Decree in this Cause

Which the Judge order'd to be Pronounc'd as on file whereby the Claimant was orderd to pay to Henry Bellew Esqr his Officers and Crew one neat eigth part of the true value of the Ship *Hester* and her Cargo in lieu of all salvage — Court adjourn'd without Day in this Cause —

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1. Vice Admiralty Register, vol. 5, N.S. Arch.

Boston Gazette, Monday, October 14, 1776

Watertown, October 14.

The Cargo of the Prize Brig taken and sent into Marblehead by Captain [Jonathan] Greely (as mentioned in our last) is as follows, viz. 56896 wt. Bread, 8020 wt. Pork, 256 Bushels and 7 Gallons Pease, 257 Bushels Oatmeal, 16000 wt. Beef, 12000 wt. Flour, 4136 wt. Rice, 4101 wt. Raisins, 165 Gallons Oil, 437 d[o] Vinegar, 3500 do Spirits, 4645 wt of Butter, and 460 dozen Candles.[1]

Monday last was sent into Boston, a prize ship, upwards, 300 tons, from London for New York, with like articles above-mentioned, only with the addition of four 3 pounders & 6 swivels. Taken by Capt. Silas Atkins, jun.[2]

Same day Capt. Forrest [Simon Forrester] return'd to Salem from a cruize,[3] in which he has taken 5 prizes, one of which is of considerable value, as the bills of laden of her cargo that is come to hand amounts to £36,000 sterling. Capt. Forrest put his prisoners ashore at Cape Finister, where he was inform'd that the Spaniards had made a public Declaration of War against Portugal, and were ravaging the frontiers of that kingdom.

Capt. John Lee, of Newburyport, in a Schooner of 6 Guns, has taken and sent into the Eastward, a Ship of 16 Guns, bound from London for New York. We have not heard the Contents of her Cargo.[4]

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1. The snow *St. George,* taken by Greely in the Massachusetts privateer brig *Speedwell.*
2. The ship *George,* taken by Atkins in the Massachusetts privateer schooner *Boston.*
3. Forrester commanded the Massachusetts privateer sloop *Rover.*
4. The ship *Nancy,* John Cowan, master, taken by Lee in the Massachusetts privateer schooner *Hawke.*

Account Book of William Sever [1]

Kingston October 14th 1776

Sloop *Elizabeth* to me as Agent[2]	Dr	
To Bill of Cost pr the Register	8.13.3	
advertising cargo for Sale	4.–	
Cash pd Isaac Bartlett for pilotage	3.18.–	
Portage Bill for Do Sloop	87.13.2	100..8..5

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1. Sever Account Book, 266. Courtesy of Captain and Mrs. Noel Sever O'Reilly, Glenview, Illinois.
2. The sloop *Elizabeth,* 30 tons burden, Thomas Ludlow, master, was libeled in the Maritime Court of the Southern District of Massachusetts on September 12 for trial October 1, 1776, *New-England Chronicle,* September 12, 1776.

Diederrick Wise, Master of the British Brigantine *Ann,* to his Owners [1]

Gentlemen   Swansy Octr 14: 1776 –

I make no doubt but before this you have heard [from] Mr Conningham of the Missfortune of our being taken by an American Privatier who I unluckily fell in with in the Latd of 35 No & Longd 53 Wt after haveing been three weeks at Sea from St Vincents the Privatier was a Sloop mounting ten Carriage Guns 14 Swivells & had 85 men on Board,[2] Since wich I have arrived at the above port & your Vessell & Cargo Condemn'd & Sold as a prize to said Sloop, for my own part am at Present under no Confinement & am used Verry well But Cant has yett form any Judgment when I shall gett Clear has all Masters of Vesells are kept to be exchang'd as Prisioners & no Carteell as yett settled nor any ways likely to be. they prises come in here Dayley more or less not a petty seaport to the Northwd but has more or less but hope this will soon be put stop to. I send these few lines by a Capt Deane via Serranam wich he promises to forward to St Vincents Inclosed in a letter for Mr Barton you must [excuse] my not being Particular as We are Verry Cautious what we write I remain Gentlemen [&c.]

D Wise

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1. Copy from log book of brigantine *Ann,* EI.
2. Sloop *Revenge* of Salem, Captain Benjamin Warren.

COMMODORE ESEK HOPKINS TO CAPTAIN HOYSTEED HACKER [1]

Sir Newport October 14th. 1776

You are with the Brigantine *Ham*[*p*]*den* under your Command to go out on a Cruise, and endeavour all in your power to distress the Enemies of the United States of America – You are to Take all Vessels with Goods, bound to any of the Enemies Ports, and send such of them into Port for Tryal as you shall judge worth your while; and others you may Destroy, first taking the People out —

You may Cruise as Long as you can Conveniently keep your Vessel fit for that Service – I think you will do your Country most good by Cruising in such places as will be most likely to meet with the Store Ships bound to Newyork for the Supply of General Howes Army —

My Orders was to Send you to annoy the Trade at Newfoundland but I imagine that is too late – If you should think proper to go that way it will be best to Steer down in the Lattitude of about 30 or 40. which I think will be the likelyiest to meet with Vessels bound to Newyork. I am Sir Your Friend

E. H.

To Hoysteed Hacker Esquire
Commander of the Brigantine *Ham*[*p*]*den*
in the Service of the United States of
North America

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1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO DUNSCOME & FRAZER, NEW PROVIDENCE [1]

Gentlemen Newport Rhode Island October 14th 1776

The bearer Captn Israel Ambrose[2] who has a Letter of Credit, from Messrs Brown, Arnold, Salter and Wall — if it should Suit your Convenience to Supply the Captain with any Goods or money, you may depend, that the above Merchants are Men of Estate and Veracity, and you may Safely give them Credit for such Sum as they Require –

As to News there is none more than you will find in the Newspapers the Captain will have with him –

I flatter myself that I have been some Service to the Inhabitants of your Island, by getting your Vessels and Property left out of the declaration which the Congress made against the Property of British Subjects – I am with Esteem Gentlmn [&c.]

E. H.

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1. Hopkins Letter Book, RIHS.
2. Ambrose commanded the Rhode Island armed sloop *Snowbird,* 4 guns and 20 men. She cleared for the Bahama Islands on October 17, 1776, with a cargo of flour, corn, onions, potatoes and butter. Account of Permissions granted by his Honor the Governor, R. I. Arch.

BARNABAS DEANE TO JEREMIAH WADSWORTH[1]

My Dear Sir Wethersfield 14th Octor 1776

Your favr of 9th Inst is before me by which I find you have Your Share of Disappointments as well as my Self – my Own I will not mention Except the Loss of my Brig[2] with a fine Parcell of Molases Last Tuesday off Montock Point, the People got off in their Long Boat & Left the Brig for the Frigates – Simeon [Deane] is going to Phila he will Call on you & Inform you how matters go on with the Ship &c

I have wrote the Marine Comte[e] for 15 Tonn of the Cordage that was Sent up North River for the Frigates Building there, If he Can get the Order he will Take your Direction or Leave it with you to forward – Capt Mortimer is as Contrary as the Devil Can make him I Can do Nothing with him he now wants 2/ p lb for his Cordage & Will not hear Abt Any Agreemt – I have a Number of Long Letters to Write & Can Only add That I am Dr Sir [&c.]

Bar^{s} Deane

To Jereh Wadsworth Esqr Saw pitt Rye
favd by Mr Sim Deane

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1. Barnabas Deane Papers, ConnHS.
2. The *Batchelor*.

JOHN COTTON TO BARNABAS DEANE[1]

Sir Middletown, Octbr 14th 1776

I Recd yours by Capn [Dudley] Saltonstall this Morning and a Greeable have waited on Capn Mortimer, his Ansr to Me is You Shall have the Riging att the Last price which is 1/6 p lb Capn Saltonstall has been with Capn Willis for the flour which I will Take to the Beaker and there have it Made into Bread Giving You the Invoice of What I Deliver him I am Sorrey the Ship is Detained by the Black Smith, as we Wait Very Much for him, I am Likewise Sorry for the Loss of yr Brig – Excuse My hurrey [&c.]

John Cotton

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1. Barnabas Deane Papers, ConnHS.

LIEUTENANT COLONEL HENRY BEEKMAN LIVINGSTON TO GEORGE WASHINGTON[1]

[Extract] Say Brook 14th Octr 1776.

Last Wednesday I had a Conference with Governour Trumbull at New Haven, I laid before him the Plan I had formed for our Expedition, which was as follows, we were immediately to engage fourteen Hundred Ton of Vessels, Seven Hundred of which being Sufficient to carry our whole Detachment, were to be Stationed at Oyster pond Point, with Instructions to wait till farther Orders from us unless disturbed by the Enemies Shipping, when that happened, they were to make some secure Port on the Continent; and whenever Danger disappeared they were to resume their Stations. the Other Seven Hundred Tons are to be Stationed at Satauket about Twenty Miles farther westward with the Like Instructions that in case we should be baffled at one Place we may proceed to the other we will have as I am informed by Governour Trumbull Ninety Whale Boats they will Land Nine Hundred Men at a Time, they are not yet arrived at New London but are expected in to Night. To morrow I fancy they will be here. they are to take in their Detatchment and proceed for Fairfield from whence we are to land as many Men as we Conveniently Can on the west side of Huntington in order to cut off the Communication of Three Companies of Troops Stationed at that Place, as soon as this can be effected, the Whale-Boats are to Proceed to Mill Creek and Carry across into Southold Harbour where they are to wait for us unless Circumstances permit us with Safety and Secrecy to get them into South Bay, if that should be the Case they are to follow us as far as Huntington and take in our Baggage in Case Necessity should Oblige us to Make a Retreat, Head Quarters on Long Island are now made at Flushing about Twenty Eight Miles from Huntington where a Guard is kept; the Inhabitants are much Oppressed being Prohibited threshing their Grain or Selling their Hay, which Transports are now Loading with at Huntington all the Vessels they Could lay their hands on have been Taken up and ordered to Flushing where their Guard is kept no other part of the Island except that Place and Huntington being Guarded excep a few Men in the Forts Opposite the N York Major [Robert] Rogers is at Huntington tho I cannot hear that he has the Command. The Accounts I have now given You may be depended on. they are given by a Brother to one of our Lieutenants who has been Concealed among them for some time, but has at length made his escape with three others and got Safe to this side, the Enemy were in pursuit of him when he came away. . . . I expect it will be the latter end of the Week before our Desent will be made. I shall with all my Powers forward it – tho' Govr Trumbull is of Oppinion the force allowed is not adequate to the Undertaking tho' I cant help Differing from his Honour in this Particular. . . .

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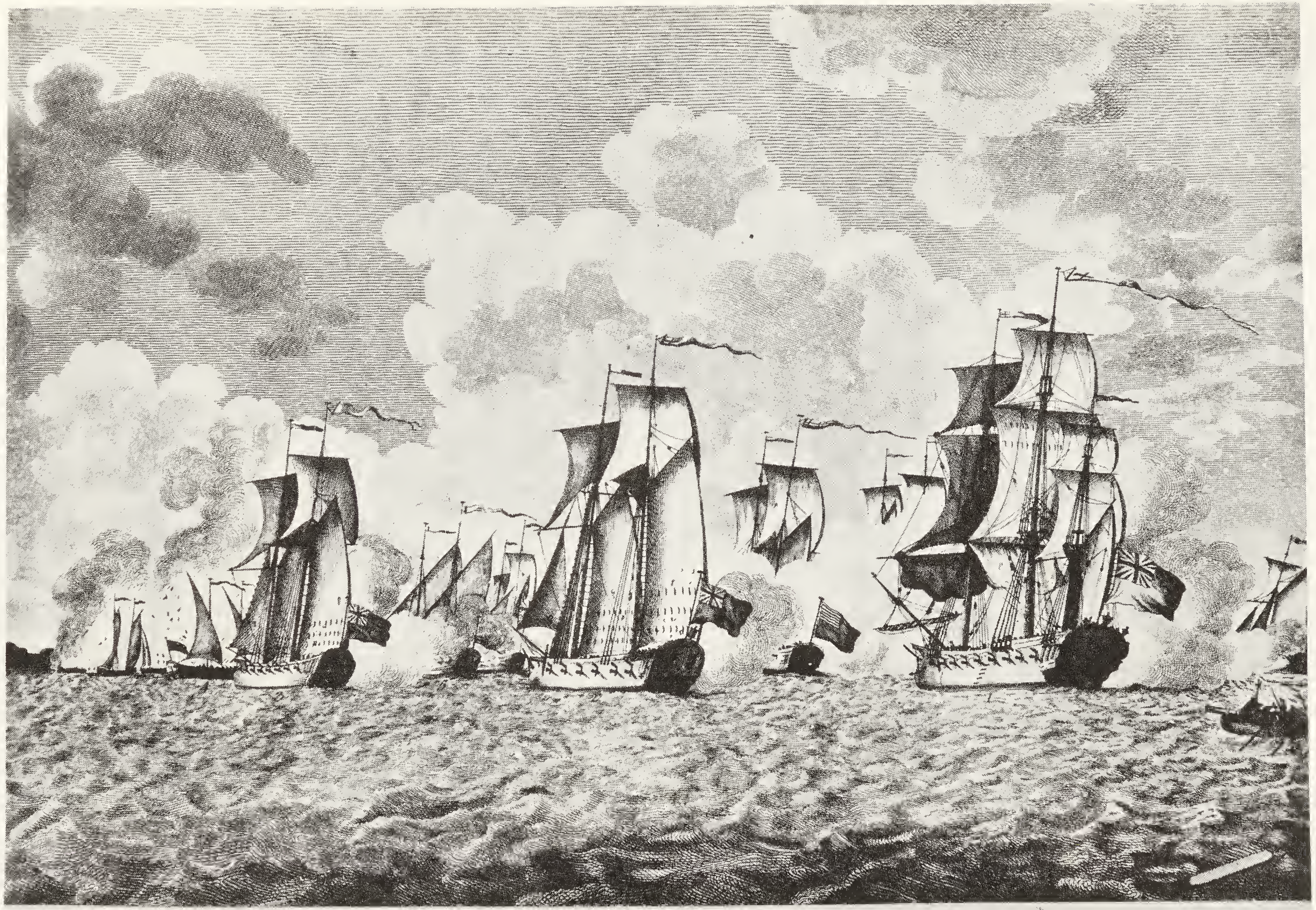
1. Washington Papers, LC.

GOVERNOR JONATHAN TRUMBULL TO GEORGE WASHINGTON [1]

Sir New Haven October 14th 1776

By Capt [Jehiel] Tinker am informed of the misfortune and situation of the Row Galleys sent into the Continental service from this State; and as circumstances are altered respecting them since my last to you upon the subject of dismissing their Crews and Arms, must again request your attention to that matter – That the Crew of the *Crane* Capt Tinker, who escaped may be dismissed, and admitted to return to the employment of this


REFERENCES.
N.º 1 Inflexible Ship 2. Carleton Schooner. 3. Maria Schooner. 4. Congreſs Galley, run a Shore, with other Veſsels blowing up. 5. Washington Galley striking. 6. Gun Boat coming up.

Battle of Valcour Island.

State, and that if the Crews of the other two Galleys can be of no further service to you they may likewise be dismissed, of one or both, as you see fit, as we can employ them to advantage on board our armed vessels fitting out, into which Service they are desirous of entering. The Galleys being employed in the service of the Continent, are esteemed to be at the Continental care and risque. This State readily submit to Your Excellencys direction what is requisite and proper relative to the Men and their Arms — I am with Esteem and Regard Sir [&c.]

J - T——l

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1. Trumbull Papers, XXIX, Letter Book IV, 368, ConnSL.

GOVERNOR SIR GUY CARLETON TO CAPTAIN CHARLES DOUGLAS, R. N. [1]

[No.] 197 Off Crown Point 14th October 1776

Sir It will no doubt give you pleasure to learn, that the armament, to the fitting out of which you so much contributed, has answered so well the end for which it was intended by having already given the Rebel fleet a total defeat. The 11th Instant we found fifteen sail of them behind the Island of Valcour, not expecting our visit so soon, our attack, that day, was only with a part of our force, the *Carleton* and the Gun boats, and tho we had as we thought cut the enemys retreat off, they nevertheless gave us the slip in the night; but on the 13th we got up with them again, and from the effects of both days, for the particulars of which I refer you to Lieutenant [James Richard] Dacres, only three of their vessells, have escaped, the rest being destroyed or taken.

The Gallant behaviour of Lieutenant Dacres induces me to beg you will permit him to go home with my dispatches both to Lord Sandwich and Lord George Germaine. I am &c

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1. Guy Carleton Letter Book, Haldimand Papers, Additional Ms. 21699, BM. A copy which Captain Douglas forwarded to the Lords of the Admiralty is erroneously dated October 15, 1776, PRO, Colonial Office, 5/125, 81d.

GOVERNOR SIR GUY CARLETON TO LORD GEORGE GERMAIN[1]

On Board the *Maria* off Crown Point,
October 14, 1776.

My Lord,

The Rebel Fleet upon Lake Champlain has been intirely defeated in two Actions; the first on the 11th Instant, between the Island of Valcourt and the Main; and the second on the 13th, within a few Leagues of Crown Point.

We have taken Mr. Waterbury, the Second in Command, One of their Brigadier Generals, with Two of their Vessels, and Ten others have been burnt and destroyed; only Three of Fifteen Sail, a List of which I transmit, having escaped. For farther Particulars I refer your Lordship to Lieutenant Dacres, who will be the Bearer of this Letter, and had a Share in both

Actions, particularly the first, where his gallant Behaviour in the *Carleton* Schooner, which he commanded, distinguished him so much as to merit great Commendation; and I beg to recommend him to your Lordship's Notice and Favour; at the same Time I cannot omit taking Notice to your Lordship of the good Service done, in the first Action, by the spirited Conduct of a Number of Officers and Men of the Corps of Artillery, who served the Gun Boats, which, together with the *Carleton,* sustained for many Hours the whole Fire of the Enemy's Fleet, the rest of our Vessels not being able to work up near enough to join effectually in the Engagement.

The Rebels, upon the News reaching them of the Defeat of their Naval Force, set Fire to all the Buildings and Houses in and near Crown Point, and retired to Ticonderoga.

The Season is so far advanced, that I cannot yet pretend to inform your Lordship whether any Thing farther can be done this Year. I am, &c.

Guy Carleton.

List of the Rebel Vessels on Lake Champlain, before their Defeat.

Schooners.
- *Royal Savage,* 8 Six-pounders and 4 Four-pounders – went on Shore, was set Fire to, and blown up.
- *Revenge,* 4 Six-pounders and 4 Four-pounders – Escaped.

A Sloop of 10 Four-pounders – Escaped.

Row Gallies.
- *Congress,* 2 Eighteen-pounders in the Bow, 2 Twelve and 2 Two-pounders in Stern, and 6 Six-pounders in the Sides – Blew up.
- *Washington,* same Force – Taken.
- *Trumble* ditto – Escaped.

The *Lee,* A cutter, [1] Nine-pounder in the Bow, 1 Twelve pounder in the Stern, and 4 Six-pounders in Sides – Run into a Bay, and not known whether destroyed.

Gondolas
- *Boston,* 1 Eighteen-pounder in the Bow, 2 Twelve-pounders in Sides – Sunk.
- *Jersey* – Ditto – Taken.
- One, Name unknown, same Force – Run on Shore.
- Five, Ditto, Ditto – Blown up.

Other Vessels in the Action

A Schooner, 8 Four-pounders – Sent from their Fleet for Provisions.

A Galley, said to be of greater Force than those mentioned above – Fitting out at Ticonderoga.

G. C.

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1. *London Gazette,* November 19 to November 23, 1776.

JOURNAL OF CAPTAIN GEORGE PAUSCH[1]

[Windmill-Point, Lake Champlain]

11th [October] We raised our anchor, and, with a favorable wind, got very early under sail. At 5 o'clock in the morning, we received orders to get in readiness for an engagement. About half after ten, we heard the sound of artillery; and soon after, under a splendid and auspicious wind, all the batteaux met the enemy's ships in a bay behind an island. The first sight, encountered by our advance guard, was a frigate of the enemy stuck fast on a stone cliff or island and abandoned; and soon after we saw two other frigates sending forth a lively fire. Besides this they had several armed gondolas, which, one after another, emerged from a small bay of the island firing rapidly and effectively. Every once in a while they would vanish in order to get breath, and again suddenly reappear.

Our attack with about 27 batteaux armed with 24, 12, and 6 pound cannon and a few howitzers became very fierce; and, after getting to close quarters, very animated. But now our frigates approached. One of them, the *"Maria,"* having His Excellency, von Carleton on board, advanced and opened a lively cannonade. This one was replaced by the frigate *"Carleton;"* and as she in turn retreated, the *"Inflexible"* took her place only to retreat as the others had done. One of the enemy's frigates two of which were at echelier, or rather at echelon, one behind the other, began to careen over on one side, but in spite of this continued her fire. The cannon of the Rebels were well served; for, as I saw afterwards, our ships were pretty well mended and patched up with boards and stoppers.

Close to one o'clock in the afternoon, this naval battle began to get very serious. Lieut. Dufais came very near perishing with all his men; for a cannon ball from the enemy's guns going through his powder magazine, it blew up. He kept at a long distance to the right. The sergeant, who served the cannon on my batteau, was the first one who saw the explosion, and called my attention to it as I was taking aim with my cannon. At first, I could not tell what men were on board; but directly, a chest went up into the air, and after the smoke had cleared away, I recognized the men by the cords around their hats. Dufais's batteau came back burning; and I hurried toward it to save, if possible, the Lieutenant and his men, for, as an additional misfortune, the batteau was full of water. All who could, jumped on board my batteau, which being thus overloaded, came near sinking. At this moment, a Lieutenant of artillery by the name of Smith, came with his batteau to the rescue, and took on board the Lieutenant, Bombadier Engell, and one cannonier. The remainder of Dufais's men, viz: nine cannoniers and nine sailors remained with me; and these, added to my own force of 10 cannoniers, 1 drummer, 1 Sergeant, 1 boy and 10 sailors — in all 48 persons — came near upsetting my little boat, which was so over-loaded that it could hardly move. In what a predicament was I? Every moment I was in danger of drowning with all on board, and in the company, too, of those I had just rescued and who had been already half lost! It being, by this time, nearly evening, the batteaux retired. The Radeau arrived at dusk because, although we had a favorable wind, it was light, and it made, in consequence, but little headway. Any way, the two 4 pounders did their best, in firing at the frigates of the enemy. The distance, however, was too great, so that no ball was effective, and the approach of night prevented our advancing nearer. This night a chain was formed of all the batteaux; and every one had to be wide awake and on the alert. The Captain's frigate, which had run aground, was set on fire at dusk by the orders of his Excellency; and her ammunition, blowing up, caused a fine fire lasting all night. Up to this time, nothing more occurred; for the enemy's frigates remained in the same place where they had acted on the defensive.

[12] Toward morning, however, it was clear that they had escaped. A pursuit was begun and some vessels were captured. Five large and small vessels, which had entered a bay on the left shore were set on fire and abandoned by the enemy.

[13] The following night, my batteau, together with some other armed English batteaux, lost sight of the fleet on the Lake; and we were thus forced to continue rowing by guess-work the entire night that we might not be left behind. The next morning at day-break, we were lucky enough to meet a few English vessels which had met with the same experience as I had. Others followed in my rear, so that I arrived in time (ahead of some and behind others) at 9 o'clock A.M. at Crown-Point.

During our last engagement, Lieut. Dufais lost one cannonier named Rosemer, who was shot dead, and the drummer Pillant, and the pilot, who were burned up. A sailor, also, lost his leg by the same ball that killed the cannonier, and which dug a hole under the gun-carriage three inches above water mark. During this time all ate and drank rum and water together — officers as well as men; and for a change, water and rum! Salt meat and Zweibach, continued to be our food.

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1. *Journal of Captain Pausch Chief of the Hanau Artillery During the Burgoyne Campaign.* Translated and Annotated by William L. Stone (Albany, 1886), 82–85.

Diary of Dr. Lewis Beebe [1]

[Ticonderoga] Monday 14th [October] Last evening about sunset two Schooners, one shallop, 1 Gundalo and one Row galley; being the whole of our fleet which remained out of 16 sail that were not destroyed or taken by the enemy, arrived at the Garrision. Several of our vessels were obliged to strike to them, some being disabled by their shot made for the shore, ran aground, set fire to their vessels and made their escape, and this evening upwards of 160 have arrived safe in Camp. A flag, from the enemy is now here, of 150 men, with whom came Genl Waterbury, the contents are not yet known.

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1. "Beebe's Journal," *Pennsylvania Magazine of History and Biography,* LIX, 354.

Autobiography of Colonel John Trumbull [1]

[Ticonderoga, October 14, 1776][2]

Early in October our naval preparations were completed, and our little fleet, composed of a brig, several gallies and gun-boats, mounting altogether more than one hundred guns, commanded by Generals Arnold and Waterbury, proceeded down the lake to look for the enemy. His preparations were completed about the same time, and on the 11th of October the two fleets met, engaged, and we were defeated with total loss. Gen. Arnold ran the galley which he commanded on shore, and escaped with the crew; the other vessels were either taken or destroyed, and their crews, (with the exception of some who got on shore and straggled up to the army,) with Gen. Waterbury, remained prisoners of war.

On this occasion Sir Guy Carleton, who commanded the hostile fleet and army, behaved with a degree of humanity, as well as policy, which, if it had been generally employed by other royal commanders, might have exposed to great hazard the success of America. As soon as the action was over, Sir Guy gave orders to the surgeons of his own troops, to treat the wounded prisoners with the same care as they did his own men. He then ordered that all the other prisoners should be immediately brought on board his own ship, the *Royal Charlotte,* where he first treated them to a drink of grog, and then spoke kindly to them, praised the bravery of their conduct, regretted that it had not been displayed in the service of their lawful sovereign, and offered to send them home to their friends, on their giving their parole that they would not again bear arms against Great Britain until they should be exchanged. He then invited Gen. Waterbury to go below with him to his cabin, and requested to see his commission, — the moment he saw that it was signed by the governor of Connecticut, (my father,) he held out his hand, and [s]aid, "General Waterbury, I am happy to take you by the hand, now that I see that you are not serving under a commission and orders of the rebel Congress, but of Governor Trumbull. You are acting under a legitimate and acknowledged authority. He is responsible for the abuse he has made of that authority. That which is a high crime in him, is but an error in you; it was your duty to obey him, your legitimate superior."

A few days after this defeat, a number of row-boats approached our advanced post, and there lay upon their oars with a flag of truce. I was ordered to go down and learn their object. I found Capt. [James Henry] Craig, with Gen. Waterbury and the other prisoners who had been taken in the recent action; dismissed, as Sir Guy had promised, upon parole. The usual civilities passed between Sir James and me, and I received the prisoners; all were warm in their acknowledgment of the kindness with which they had been treated, and which appeared to me to have made a very dangerous impression. I therefore placed the boats containing the prisoners under the guns of a battery, and gave orders that no one should be permitted to land, and no intercourse take place with the troops on shore until orders should be received from Gen. Gates. I hurried to make my report to him, and suggested the danger of permitting these men to have any intercourse with our troops; – accordingly they were ordered to proceed immediately to Skeensborough, on their way home, and they went forward that night, without being permitted to land.

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1. Theodore Sizer, ed., *The Autobiography of Colonel John Trumbull* (New Haven: Yale University Press, 1953), 32–34.
2. Date based on contents of entry.

MEMOIRS OF WILLIAM SMITH [1]

[Manor of Livingston] 14t Octr

I dined at the Mansion House. A large Quantity of Ball Chain Shott and Grapeshot lay on the Wharg [*sic*] for the Forts at Tcononderoge and several Tons of Iron Bars ordered for the intended Chain across the River in the High Lands, long since reported to have been constructed. My Brother [Peter R.] L[ivingston] writes to his Wife 12 Inst. that the Ships are before Haverstraw and Money demanded by Colo. [A. Hawkes] Hay for the Support of the River Guards which the Convention not having a Demand is made upon the Cont: Congress for One hundred Thousand Dollars. How astonishing the Confidence of the Public in the Obstruction of the River below! – Boards & Provisions must now pass by Land from Fishkill to King's Bridge – but how can Bricks be transported for the Chimneys and Hearths of the Hutts? – They ought to have been made near the Bridge instead of Albany. The Ships have taken 2 American Row Galleys in ascending the River, and I did not percieve but one Fireship in the Highlands – Colo. [Robert] Livingston assures me, that a Ship can find 5 Fathoms of Water up [to] this Place. There must be great Consternation below –

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1. Sabine, ed., *Memoirs of William Smith*, II, 17–18.

JOURNAL OF H.M.S. *Perseus*, CAPTAIN GEORGE KEITH ELPHINSTONE [1]

October 1776	[New York Narrows]
Monday 14	At 6 [A. M.] weighed and run up the River. At 8 Anchored at Staten Island in 7 faths found here the *Greyhound* and *Orpheus* Frigates. Employed watering. Modt and fine Wear Employed Watering on Shore. In the Night a Party of Rebels came to the Watering Place and destroyed many of our Casks.

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1. PRO, Admiralty 51/688.

JOURNAL OF H.M.S. *Brune*, CAPTAIN JAMES FERGUSON[1]

October 1776	Moor'd off Morrisena [Morrisania]
Monday 14	A M sent the Boats to endeavour to purchase the Stream Anchor, but imagine the Long Boat sunk not being able to find her, Lost with her the Stream Anchor & Cable, Masts,

Sails, Oars, Grapnel & rope, 4 Swivel Guns & some other Gunners Stores

Light Airs & Variable P.M. Clear'd hawse, sent the Cutter to assist a Tranpt that was near the Rebel shore in returning 5 of the Crew put the other two on the North Brother & deserted with the Cutter to the Rebels, lost with the Cutter every thing belonging to her with an Arm Chest with 8 Black & Bright Musquets 9 Cartridge boxes with Ammunition 9 Cutlasses with belts Frogs &c.[2]

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1. PRO, Admiralty 51/117.
2. *Ibid.*, the cutter was recovered the next day "but the Rebels had taken every thing out of her."

JOURNAL OF AMBROSE SERLE [1]

[On board H.M.S. *Eagle,* New York]
Monday 14th. October.

On this Day, the *Perseus,* Capt. Elphinstone, with eleven Sail of Transports, having on board Troops & Provisions, arrived in Port, after a Passage of 11 Weeks from Portsmouth. She came out with 20 Sail, but lost the rest of her Convoy in a Fog upon the Bank of Newfoundland. She also took two of the Rebel Privateers, and brought one in & sunk the other.

1. Tatum, ed., *Serle's Journal,* 123, 124.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Monday, October 14, 1776

The committee appointed to hear and determine upon the appeal brought against the sentence passed on the libel, Joshua Wentworth *vs.* the ship *Elizabeth,* reported as follows:

Joshua Wentworth Esq. for and in behalf as well of the United States of America, as of John Manly, Daniel Waters and John Ayres, commanders of the officers, marines and mariners, of the three armed vessels *Hancock, Lee* and *Lynch,* in the service of the said states, having exhibited a libel before Joshua Brackett, Esq. judge of the court maritime of the state of New Hampshire, against the brigantine *Elizabeth,* commanded by Peter Ramsay, and her cargo, and Richard Hart, of Portsmouth, in New Hampshire, owner of the said brigantine, and William Jackson and others, of Boston, in the state of Massachusetts bay, owners of sundry goods and merchandise on board of her, having put in their several claims thereto, and the said judge of the court aforesaid, having, on the 21 day of August, in the year of our Lord 1776, decreed and ordered the said brigantine, and so much of her cargo as was claimed to be restored to the respective claimants, and that the claimants recover their legal costs of court, from which decree and sentence the said Joshua Wentworth appealed to Congress.

The committee of Congress, to whom it was referred to hear and determine the said appeal, have diligently inspected the proceedings, and heard the parties by their counsel, and it appearing that on the 1st day of October, in the year of our Lord 1775, General Gage, commander in chief of the British forces, then in Boston, in the state of Massachusetts bay, by his commission to Crean Brush, Esq. directed him to receive into his care, all such goods, chattels, and effects of the inhabitants of that town, some of whom had departed from it, as might be voluntarily delivered into his charge by the owners, or by other persons with whom they were left, giving his receipts for them and to deliver them to the owners, when he should be required; that, on the 10th day of March then following, General Howe, who had succeeded General Gage in the command of the British forces, by his commission to the said Crean Brush, reciting, that as he was informed there were large quantities of goods in Boston, which, if in the possession of the rebels (as he termed the Americans) might enable them to carry on war, and that he had given notice to all loyal inhabitants to remove such goods from thence, and that those who should not remove them, or deliver them to the care of the said Crean Brush, would be considered as abettors of rebels, required him to take into his possession all such goods as answered that description, and give certificates to the owners that he had received them for their use, and would deliver them to the owners, unavoidable accidents excepted, and to seize any such goods, as, upon enquiry, should be found secreted, or left in stores, and to put them on board of the *Minerva* ship, or brigantine *Elizabeth*. That, thereupon, the said Crean Brush, assisted by other persons, took into his possession the goods of the claimants, amongst others, and put them into the said brigantine *Elizabeth,* and other vessels in the harbour of Boston, without the knowledge of some of the owners, and without the consent of all the others, unless it be William Jackson and James Jackson, of whose consent, however, there are no other proofs, than that one of them went with his goods, and watched there on the wharf from whence they were shipped, and that the other was a passenger in the said brigantine *Elizabeth,* in her voyage towards Halifax. That the said Crean Brush, by certificates under his hand, acknowledged several parcels of the said goods to be in his custody, and engaged to preserve them safely, to make up exact invoices thereof, and, with the approbation of the commander in chief, to return them to the owners. That, on the 29th day of March afterwards the said Peter Ramsay, by orders from Admiral Shuldham, of the British fleet, given about eight days before, went on board the said brigantine *Elizabeth,* into which some of the claimants' goods had been shifted from the other vessels; and the same day, between the hours of three and four o'clock in the afternoon, sailed with her, under convoy of the British ship of war *Niger,* for Halifax, in Nova Scotia, and that, on the Tuesday following, the said John Manly, in the *Hancock,* coming up with the said brigantine *Elizabeth,* which had, in the mean time, parted from her convoy, fired a broadside at her, which was returned by a volley of small arms; when the said Daniel Waters, in the *Lee,* and the said John Ayres, in the *Lynch,* joining the said John Manly, the said Peter Ramsay struck, it being about four or five of the clock in the afternoon, and the said brigantine was seized and carried into Piscataqua river in New Hampshire; whereupon, the committee, after mature deliberation, are of opinion, that the said brigantine *Elizabeth* is not comprehended in the description of vessels, which, with their cargoes, by the resolutions of Congress of the 25th day of November last, may be forfeited, not being an armed or a transport vessel employed in the present war against the United States, nor carrying provisions, or other necessaries, to the British army or navy, within any of the United Colonies: and that the cases of re-captures, mentioned in the resolution of Congress of the 5th day of December last, adjusting the proportions of salvage, those cases only were intended, in which the vessels and their cargoes remaining in possession of the enemy, might, by the law of nations, be condemned as prize, which is conceived not to be the case of the said brigantine *Elizabeth* and her cargo; but, that notwithstanding it was the duty of the re-captors to recover the said brigantine and her cargo, and that the owners, who otherwise might, and probably would, have lost their whole property, ought to make a reasonable satisfaction; and that, therefore, the said sentence is erroneous, and ought to be reversed and annulled: That the said brigantine *Elizabeth,* and such parts of her cargo as were claimed in the said court maritime, be restored to the respective claimants, upon their paying, to the United States, and the recaptors, $\frac{1}{12}$th part of the value thereof, to be determined by the appraisement of appraisers on oath, appointed by the judge of the said court: That the residue of the cargo be sold, and the proceeds, after deducting the like proportion and for the same uses, retained for the persons who shall hereafter prove their right to the same; that William Burk, commander, and the marines and mariners of the *Warren,* an armed vessel in the service of the United States, who claimed a part of the said brigantine *Elizabeth* and her cargo, as being joint captors, are not entitled to a share of the salvage, it not appearing that they were present, or in sight, at the time of the recapture: And that the appellants recover against the claimants their costs as well in the said court maritime, as in the prosecution of their appeal here; and that the cause be sent back to the said court maritime, for that court to proceed in carrying this sentence into execution.

Resolved, That Congress agree to the said report.

Resolved, That such part of the twelfth, adjudged in the foregoing report to be paid in lieu of salvage, as belongs to the United States, be released, and given up to the owners of the goods.

Resolved, That a committee of three be appointed, to consider what is to be done with negroes taken by vessels of war, in the service of the United States:

The members chosen, Mr. [James] Wilson, Mr. R[ichard] H[enry] Lee, and Mr. [Samuel] Huntington.

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1. Ford, ed., *JCC,* VI, 869, 870–73, 874.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,
[Philadelphia] October 14th, 1776.

Mr. Nesbitt was directed to pay Doct'r Dunlap £ 15 9 3, for medicines Purchased for the Use of the Fleet.

An order was drawn on Mr. Nesbitt in fav'r of Capt. Wm Brown for £ 100, on acco't of Inlisting men for the floating Battery, to be charged to his acco't.

Mr. Nesbitt was directed to pay Edmund Beach £ 11 0 6½, for Pine Boards for the use [of the] *Convention* Armed Boat.

2 o'clock afternoon

The Council having received from Congress a Copy of Letter from General [Charles] Lee, informing that the Hessians had embarked from Staten Island, & did not doubt but that they intended a visit to this State, whereupon a Letter was wrote to the Commodore, directing him to get the Fleet in a proper state of defence; likewise a letter to Sam'l Morris, jun'r, Esq'r, requesting him to send up the Amunition Sloop, & supply himself with a shallop in her stead, to assist in sinking the Chevaux de Frize at Billingsport; also an Express was dispatched with the Intelligence to Mr. Henry Fisher at Lewis Town, directing him to dispatch two fast sailing Boats to go as far as Egg harbor, & in order to give Intelligence of the movements of the enemy, & if any discoveries were made, to forward the same to this Council, & to direct the signals be attended to.[2]

The Council adjourned to 7 o'Clock;

Resolved, That a Bounty of Ten Dollars be given to every able Bodied Man who shall enter to serve during the War, on board the Fleet belonging to this State; And that Commodore Seymour be directed to take the most effectual measures for manning the Fleet to its full Compliment.

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1. *Pennsylvania Colonial Records*, X, 752–53, 754.
2. Hazard, *et al.*, eds., *Pennsylvania Archives*, 1st series, V, 42.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY [1]

[Annapolis] Monday. – Octr – 14th 1776

The Council of Safety appointed Captain [John] Keltie to rigg and get the Schooner *Ninety two* fit for Sea, she being bought of Cravath and Dugan for eight hundred Pounds Currency. –

Ordered That Western shore Treasurer pay to John Keltie fifty Pounds, to be accounted for.

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1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY [1]

[Williamsburg] Monday October 14th 1776

A Permit granted to the Sloop *Eagle* Captain Lennis to proceed on her Voyage to Saint Croix. Also to the Sloop *John's Releif* Ephraim Gilbert Master to proceed on her Voyage to Bermuda. Manifests of both Cargoes filed and Bonds executed, acknowledged and ordered also to be filed.

A Permit granted to the Schooner *Fanny* Captain Darrell to proceed on her return to Bermuda. Manifest of her Cargo filed Bond executed acknowledged and ordered also to be filed.

A Permit granted to the Boat *William* Captain Mallory to proceed on her Voyage to Martinico. Manifest of her Cargo filed and Bond executed acknowledged and ordered also to be filed.

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[1] McIlwaine, ed., *Journals of the Virginia Council*, 195, 196, 197.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Monday 14th October 1776. –

Ordered that a Warrant Issue to Josiah Foster for Fifteen pounds, on Account, to Purchase Necessaries for Building a Boat for the Transportation of Troops. –

Ordered that a Warrant Issue to Josiah Foster for the use of Joel Foster for Fifteen pounds, upon Account, to Purchase Necessaries for Building a Boat for the Transportation of Troops. –

Ordered that the keeper of the Public Store deliver unto Capt Richard Taylor fifteen Yards of Cloth, three Pieces of Stripes and one pound of Thread. – And that Colo William Finnie deliver unto the said Taylor fifteen flannell Jacketts for the use of the Schooner *Hornett*. –

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[1] Navy Board Journal, 77, VSL.

JOURNAL OF THE SOUTH CAROLINA GENERAL ASSEMBLY[1]

[Charleston] Monday the 14th day of October 1776.

Mr [John] Neufville reported from the Committee to examine the Public Treasury accounts and to report to the House an exact and circumstantial Account of the state of the Treasury what sums have been issued and for what particular Service arranging under distinct Heads the particular Services for which the monies have been expended, And he read the Report in his Place and afterwards delivered it in at the Clerk's Table where the same was read and is as followeth

That the Commissioners of said Treasury have paid the following Sums on the accounts and to the several Persons under mentioned viz

Brigantine *William*	1167..10.. 6
Schooner *Islington* & her Cargo	21865..17.. 5

Cargo per the Brigantine *Notre Dame* and Disbursements for the vessel	29656..10.. 6
Voyage per the *Rebecca* from George Town	2687.. 4.. 4
Naval Department	101544.. 8.. 1
Cargo per Schooner *Peggy* at George Town	12737..11.. ..
Peter Lepoole and John Burnley for Rice shiped on the Brigantine *Liberty* Philip Conway master	5227..13.. 4
Voyage for the schooner *Little Thomas* Captain Nelmes to Bermuda	548..11.. 9
Commissioners for laying Obstructions on the Bar	£5646..12.. 6
Naval Department at George Town	5722.. 6.. –
Edward Darrell Commissary to the Naval Department	3000.. .. ..
Paid John Scott the Balance on a Cargo per Schooner *Polly*	2695.. .. –
Cargo per the *Constitution* and Purchase of the said Vessel	9262..14.. –
Indico per the sloop *Swift* Captain [Charles] Morgan	16862..12.. 4
Cargo per Schooner *Polly* John Besnard master	11643.. .. –

The Commissioners of the Treasury have received the following sums viz

For Sugars per the ship *Port Henderson*	46,217..18.. 2
of George Abbot Hall from the Custom House	2606.. 2.. 6

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1. Salley, ed., *South Carolina General Assembly Journals,* 113, 114, 115, 116.

15 Oct.

Sir George Collier's Instructions to Thomas Stone[1]

[Halifax, October 15, 1776][2]

Instructions for the Commissary appointed to settle the Exchange of Prisoners at Newbury Port

1st – You are to Hoist a White Flag at the Mast Head of the Sloop *Pacific* & to continue it abroad Night and Day 'till you return again to this Port

2d – You are to be particularly careful that no Cannon, Musket, Pistol, or Fire Arm of any kind be receiv'd into the Vessel whilst she is consider'd as a Cartel a Violation of this Order may possibly occasion the detention of the Sloop, and furnish a pretence to an Act of Violence under the Assertion that the Vessel is fitted for War

3d – The Prisoners are to be Victualled at two thirds Allowance

4th – A Quiet peaceable demeanour towards the Prisoners is particularly recommended & to avoid all dissention on board, You are enjoin'd not to make the present unhappy dispute the Subject of your Conversation with them

5th – On Your Arrival at Marble Head You are to Write the following Letter to Mr Nathl Tracey at Newberry Port

> Sir I am to inform you of my arrival at this Port in the *Pacific* Cartel Sloop with 96 American Prisoners, and as I understand you are empower'd to receive them, and to treat for an equal Number & Rank of His Majesties faithful Subjects now confin'd in this Province I shall be glad to meet you as soon as possible for so Salutary a Purpose I am Sir [&c.]
>
> Thos Stone

6th – It will be difficult on many Accounts to lay down the exact Mode you are to follow in the Exchange the Commander of the *Yankee Hero* is to be given up for Lieutenant [John] Knight late of His Majesties Schooner *Diligent,* particular Circumstances respecting the Exchange must be left to your own Judgment, which that you may exert for his Majesties Service in this Business entrusted to your Care & Discretion, I shall certainly if you execute it properly recommend you to the Notice of Lord Howe, who is ever ready to pay attention to all appearance of Merit

7th – You are to make all the Dispatch that the Nature of the Service will permit of, returning to this Port with those faithful Subjects of the King whom you may receive in Exchange, and exacting a Written Promisary Obligation from Mr Nathl Tracey, that in case there are not Sufficient Loyal Subjects at present Prisoners in the Northern Provinces, he will cause a Number equal to the deficiency in Rank & Numbers to be releas'd in future, in case it shall please the Ruler of all Human Events to permit so many more of His Majesties faithful Subjects to be at the Disposition of the Colonists –

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1. Mass. Arch., vol. 166, 160–61.
2. The date is approximated through contemporary accounts including Ethan Allen's narrative.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT [1]

[Watertown] Tuesday October 15th 1776.

Whereas this Court on the ninth instant appointed Ephraim Spooner Esqr in conjunction with Capt Clouston to see that the Masts Sails, and Rigging belonging to the Brig *Rising Empire* be taken out of her, and forthwith applied to Equip the Sloop *Freedom* as a Brig: – And Whereas it appears to this Court necessary that some person acquainted with building, & rigging Vessels should be upon the sd Committee – Therefore Resolved That William Drew Esqr be added to the Committee aforesaid he to repair forthwith to Plymouth, and advise, and direct in performing said business. –

Resolved, that the Honble Richard Derby Esqr be, & he is hereby directed, to discharge the Sloop *Machias Liberty* from the Service of this State, and to take into his possession all the Cannon & other Stores, which are on board said Sloop, and are the property of this State. And the said Richard Derby Esq is hereby further directed to discharge Capt Jeremiah Obrien, and the Officers, & Men under his Command from the Service of this State.

Resolved that the Commissary General of this State be, & he hereby is directed to deliver to Alexander Shepard Junr or his Order Ten pieces of small damag'd Cannon, if not already otherwise engag'd – also four Swivel Guns to be used on Board a Vessel designed to cruise against the Enemies of America, he the said Shepard obliging himself to repair said Cannon, & Swivels at his own Expence, & return the same after the first cruize and in case he has any further Occasion for them then to make a fresh application to this Court for that purpose.

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1. Mass. Arch., vol. 36, 19, 20, 22, 24.

Journal of the Massachusetts Council [1]

[Watertown] Tuesday Octr 15th 1776.

In Council. The Committee of both Houses appointed to take into Consideration a resolve of the Continental Congress of the 6th of March last, recommending the appointment of proper Officers to take bonds for the Observing the regulations of Congress concerning trade, And to report what steps are proper for this Court to take thereon — have attended that Service, and are of Opinion, that it will be necessary for this Court to appoint a Naval Officer in the several Ports of Boston, Salem, Newbury port, Glocester & Marblehead, Plymouth, Ipswich, Falmouth in Casco Bay, Dartmouth, York, Pownalboro, and the Island of Nantucket, whose Business shall be, to take bonds in adequate Penalties, for Observing the regulations made by the General Congress or General Assembly of this State concerning Trade and take Manifests of all Cargoes exported, and imported, and keep fair Accounts, and Entries thereof give bills of Health when desired, and sign Certificates that the requisites for qualifying Vessels to trade have been complied with, and that the fees of the said Officers be stated by this Court, and that a bill be brought in for the above Purposes.

all which is humbly Submitted
Moses Gill p order

In the House of Representatives. Read, & Concurr'd.

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1. Mass. Arch., vol. 36, 19, 26–27.

Thomas Cushing to Nicholas Brown[1]

Sir Boston Oct. 15. 1776

I am in want of Two Cables for the Continental Ships & hear there are some to be sold at Providence should be glad you would Inform me whether You Can obtain same 2 of abt 15½ Inches. pray let me know by the first opportunity — be pleased also to Inform me whether either of your Cables for either of the Continental Ships at Providence are a Double Shot or abt 20 [illegible] fathom long — Yr [&c.]

Thomas Cushing

pray let me know whether there is any Light Duck to be had at Providence

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1. Nicholas Brown Papers, JCBL.

COMMODORE ESEK HOPKINS TO GOVERNOR JONATHAN TRUMBULL [1]

Sir Newport October 15th 1776 –

I receiv'd yours of the 11th Instant, and can assure you that there is no sort of Shot to be had in this State, as they Sent to Boston and could get but a bare Sufficiency for the New Ships – have Order'd the *Hamden* out to gain Intelligence — the *Columbus* is now a Graving — the new Ships and *Alfred* are ready, all but Men, which we must have three hundred at least for them — and one hundred for the *Columbus,* before we are able to Engage Ships of equal Force — and it will be with difficulty the Officers can be got willing to go out, without being full Mann'd and I see but little Encouragement of getting them Mann'd in this State.

If you will use your Influence that we may get some Men out of the Army soon, as we wait for nothing else, it will be of great Service. – I have been down here ten days in Order to Enlist Men out of the Forces here, and have not been able to get more than about One hundred and twenty — nor don't see any possibility of getting many more. – Mr [Nathaniel] Shaw [Jr.] will be able to give you any further Information as to the Circumstances of the Ships here — and when the present appearance alters, shall acquaint you. — I am with great Regard Sir [&c.]

E H. –

pr Mr Shaw — at Lebanon —

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1. Hopkins Letter Book, RIHS.

GOVERNOR JONATHAN TRUMBULL TO ROBERT TREAT PAINE[1]

Sr New-Haven Octobr 15th 1776

in Answer to yours of the 21st Ultmo with Respect to the Cannon Foundery att Salisbury in this state; — have to Inform you that this furnace has been in Use for the Casting of pig Iron &c for many Years past, when first set up it was surrounded with large quantitys of wood, Yet by the Land round about being of good soil and much Cleard up for Use and the great Consumption by the furnace it is much Exhausted and now become Very scarce & dear; and we shall soon be Oblidged to goe 8 or 10 miles for Coal —

This Furnace was last the property of one Mr Smith now Absconded & gone to England leaving the Furnace in good Order. This State took it up last spring for the purpose of Casting Cannon. The Ore is extreemly good perhaps no better in America and in great plenty, We have had great Success is Our Opperations & have Cast to the Number of about 120 Cannon from six to 18 pounders about 50 Swivel beside a large quantity of Shot the 12 pounders Wt 23 or 24 hundred they are short & fit only for Ship Cannon. they will bear the highest proof, have all been tried by double quantity of powder & Shot we mean to persue the Casting of Cannon to the Utmost of our power and are in hopes of ariving to 24 pounders, tho it will be expensive & the Cannon turn out dear by reason of the Scarcity of Wood, tho we Imagine they are of the best quality & proof, we find it will by no means answer to build another Stack at that place as the Water will now but just Answer and must be Content to make the best of the Works we now have there, which we shall persue with the greatest Attention there may possibly be some other place not far Distent and where wood is much more plenty which may Answer to Erect works for the largest Cannon And shall make further enquiry and let you know as soon as I am properly Informed –

We have supplied Mr Dean [Barnabas Deane] with the full Compliment of Cannon for the Continental Ship built on Connecticut River[2] am Sir With great Truth and Regard [&c.]

Jon^th^ Trumbull

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[1] Robert Treat Paine Papers, MassHS.

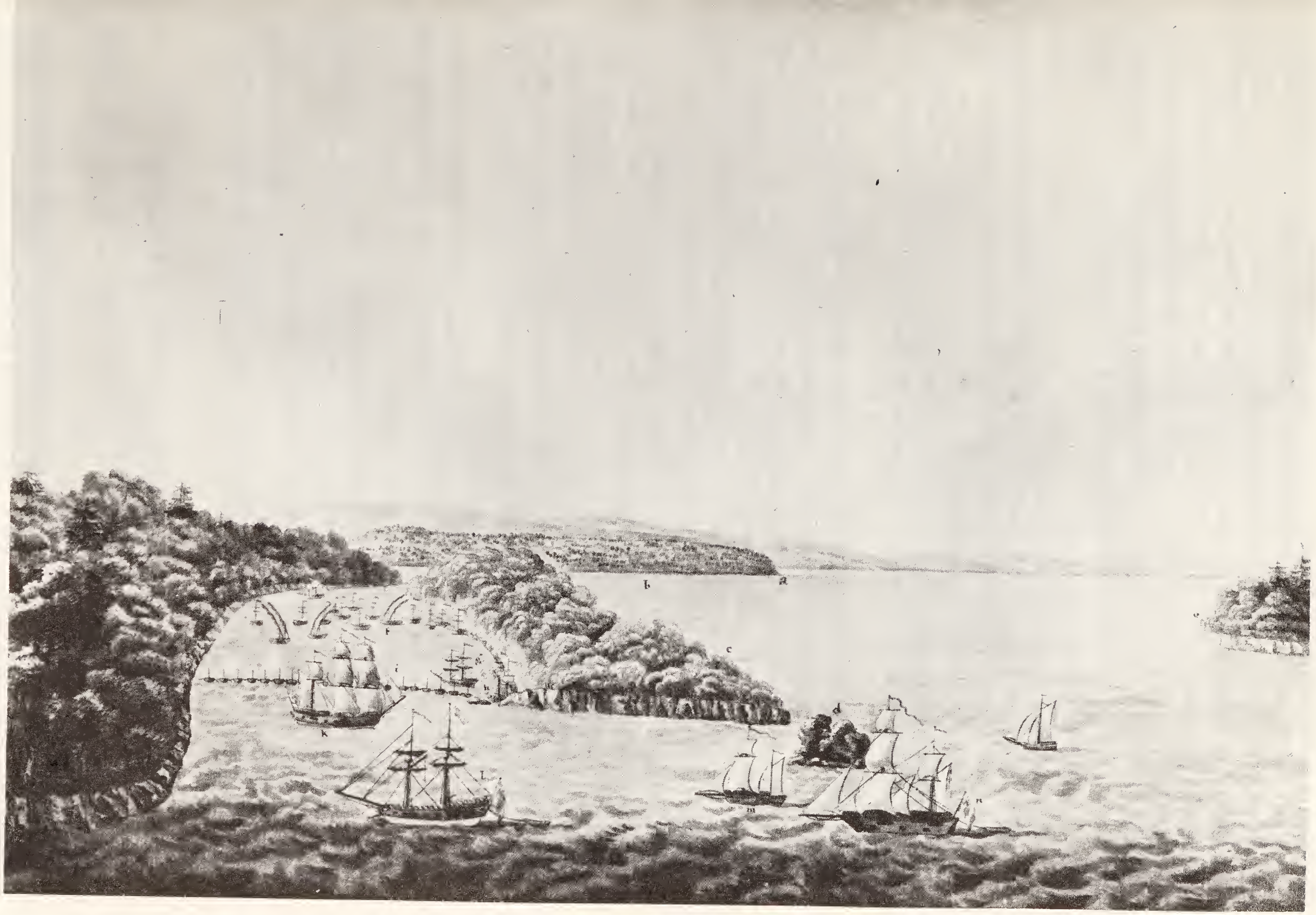
[2] Frigate *Trumbull.*

Governor Sir Guy Carleton to Lieutenant General John Burgoyne [1]

[No.] 198 On Board the *Maria* off Isle Valcour October
Sir [October 12 to October 15][2]

We found the Rebel fleet Yesterday morning behind the Island of Valcour apparently, and as we hear since from Prisoners, unaprized either of our force or motions. One of their Vessells perceived us only a little before we came abreast of the Island, and our van got to the Southward of it time enough to stop them just as they were making off. They then worked back into the narrow part of the passage between the Island and main, where they anchored in a line. Their principal vessell, the *Royal Savage,* one of the first endeavouring to get out, in her confusion, upon finding our ships before her, ran upon the south end of the Island, and our Gun boats got possession of her. Upon finding she could not get off she was afterwards set fire to, and she blew up. Her crew except Twenty who were made prisoners, got on shore.

After we had, in this manner, got beyond the enemy and cut them off, the wind which had been favourable to bring us there, – however entirely prevented our being able to bring our whole force to engage them, as we had a narrow passage to work up, Ship by Ship, exposed to the fire of their whole line. The Gun boats and *Carleton* only got up, and they sustained a very unequal cannonade of several hours, and were obliged to be ordered to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General Arnold's Squadron Engaged at Valcour Island.

fall back, upon our finding that the rest of the fleet could not be brought up to support them, We then Anchored in a line opposite the Rebels within the distance of Cannon shot, expecting in the morning to be able to engage them with our whole fleet, but, to our great mortification we perceived at day break, that they had found means to escape us unobserved by any of our guard boats or cruizers, thus an opportunity of destroying the whole rebel naval force, at one stroke, was lost, first by an impossibility of bringing all our vessels to action, and afterwards by the great diligence used by the enemy in getting away from us.

We have been attempting to get up with part of them, which is still in our sight, this morning, but the wind blowing very strong from the southward we have been obliged to give over the chace for the present: The Enemy however is retarded as well as us.

We have had one Gun boat which was served by the Hessian Artillery, sunk; and about thirty men sailors and Artillery have been killed and wounded.

14th Octor just as I had finished the above, and I could not but be very dissatisfied, the wind sprung up fair and enabled us, after a long chase, Yesterday to get up to the Rebels, and, in our second action, we have been much more successfull; only three of their Vessels, as you will see by the list enclosed having escaped. Their second in command Mr [David] Waterbury struck to us in the *Washington* Galley, But Arnold run that he was on board of on shore, and set fire to her and several others of his Vessels.

This succes cannot be deemed less than a compleat victory; but considering it was obtained over the kings subjects, that, which in other circumstances ought to be a proper cause of publick rejoicing, is, in these, matter only of great concern; and therefore tho' it may be right to communicate it to the Troops, yet I dare say they think with me, that we should suppress all signs of triumph on the occation.

The Rebels upon the approach of the shattered little remains of their fleet, set fire to all the buildings in and about Crown point, abandoning the place and retired precipitately to Ticonderoga.

The sooner Frasers Brigade with all the matter I wrote about yesterday arrive the better; I shall then be able to see what is to be done. I am &c

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1. Guy Carleton Letter Book, Haldimand Papers, Additional Ms. 21699, BM.
2. Content makes it clear that Carleton began this letter on October 12. And, here in his last paragraph he notes: "all the matter I wrote about yesterday." Carleton had written to Burgoyne on the 14th, *ibid.*

CAPTAIN THOMAS PRINGLE, R. N., TO PHILIP STEPHENS[1]

Copy of a Letter from Captain Thomas Pringle, on Board the *Maria*, off Crown Point, the 15th of October, 1776.

It is with the greatest Pleasure that I embrace this opportunity of congratulating their Lordships upon the Victory compleated the 13th of this Month, by His Majesty's Fleet under my Command, upon Lake Champlain.

Upon the 11th I came up with the Rebel Fleet commanded by Benedict Arnold: They were at Anchor under the Island Valicour, and formed a strong Line, extending from the Island to the West Side of the Continent: The Wind was so unfavourable, that for a considerable Time nothing could be brought into Action with them; but the Gun Boats, the *Carleton* Schooner, commanded by Mr. [James Richard] Dacres, (who brings their Lordships this) by much Perseverance at last got up to their Assistance; but as none of the other Vessels of the Fleet could then get up, I did not think it by any Means adviseable to continue so partial and unequal a Combat; consequently, with the Approbation of his Excellency General Carleton, who did me the Honor of being on Board the *Maria,* I called off the *Carleton* and Gun Boats, and brought the whole Fleet to anchor in a Line as near as possible to the Rebels, that their Retreat might be cut off; which Purpose was however frustrated by the extreme Obscurity of the Night; and in the Morning the Rebels had got a considerable Distance from us up the Lake.

Upon the 13th I again saw Eleven Sail of their Fleet making off to Crown Point, who, after a Chace of seven Hours, I came up with in the *Maria,* having the *Carleton* and *Inflexible* a small Distance a-stern; the rest of the Fleet almost out of Sight. The Action began at Twelve o'Clock and lasted two Hours; at wich Time Arnold, in the *Congress* Galley, and five Gondolas, ran on Shore, and were directly abandoned and blown up by the Enemy, a Circumstance they were greatly favoured in, by the Wind being off Shore, and the Narrowness of the Lake. The *Washington* Galley struck during the Action, and the rest made their Escape to Ticonderoga.

The Killed and Wounded in His Majesty's Fleet, including the Artillery in the Gun Boats, do not amount to Forty; but from every Information I have yet got, the Loss of the Enemy must indeed be very considerable.

Many Particulars which their Lordships may wish to know I must at present take the Liberty of referring you to Mr. Dacres for; but I am well convinced his Modesty will not permit him to say how great a Share he had in this Victory, give me Leave to assure you, that during both Actions, nothing could be more pointedly good than his Conduct. I must also do the Justice the Officers and Seamen of this Fleet merit; by saying that every Person under my Command exerted themselves to act up to the Character of British Seamen.

1. *London Gazette,* November 19 to November 23, 1776.

BRIGADIER GENERAL BENEDICT ARNOLD TO MAJOR GENERAL PHILIP SCHUYLER [1]

Dear General Ticonderoga 15th October 1776

I made no Doubt before this you have recd a Copy of my Letter to Genl Gates of the 12th Inst dated at Schuylers Island advising of an Action between our Fleet and the Enemy the preceding day in which we lost a

Schooner and a Gondola. We remained no longer at Schuylers Island than to stop our Leaks and mend the Sails of the *Washington*. At 2 OClock P. M. the 12th weighed Anchor with a fresh Breeze to the Southward. The Enemy's Fleet at the same time got under Way, our Gondolas made very little way a Head. In the Evening the Wind moderated and we made such Progress that at 6 OClock next Morning we were about off Willsborough 28 Miles from Crown Point. The Enemy's Fleet were very little way above Schuylers Island, the Wind breezed up to the Southward so that we gained very little by beating or rowing, at the same time the Enemy took a fresh Breeze from the N.E. and by the time we had reached split Rock were along Side of us. The *Washington* and *Congress* were in a Rear, the rest of our Fleet were a Head except two Gondolas sunk at Schuylers Island. The *Washington* Galley was in such a shattered Condition and had so many Men killed and wounded she struck to the Enemy after receiving a few Broadsides. we were then attacked in the *Congress* Galley by a Ship mounting twelve Eighteen Pounders, a Schooner of fourteen Sixes and one of twelve Sixes, two under our Stern and one on our Broadside within Musquet Shot. They kept up an incessant Fire on us for about five Glasses with Round and Grape Shot, which we returned as briskly – The Sails Rigging and Hull of the *Congress* was shattered and torn in Peices, the first Lieutenant and 3 Men killed, when to prevent her falling into the Enemy's hands, who had seven Sail around me, I ran her ashore in a small Creek ten Miles from Crown Point on the East Side when after saving our small Arms, I set her on Fire with four Gondolas, with whose Crews I reached Crown point thro' the Woods that Evening, and very luckily escaped the Savages who way laid the Road in two Hours after we passed. At 4 OClock Yesterday Morning I reached this place exceedingly fatigued and unwell having been without Sleep or Refreshment for near three days.

Of our whole Fleet we have saved only two Gallies, two small schooners, one Gondola and one Sloop. General Waterbury with One hundred and ten prisoners were returned by Carleton last Night. On Board of the *Congress* we had twenty odd Men killed and wounded. Our whole loss amounted to Eighty odd. The Enemy's Fleet were last Night three Miles below Crown Point, their Army is doubtless at their Heels, we are busily employed in compleating our Lines [&] Redoubts which I am sorry to say are not so forward as I could wish. We have very few heavy Cannon, but are mounting every piece we have. It is the Opinion of Genl Gates and Sinclair [Arthur St. Clair], that Eight or ten thousand Militia should be immediately sent to our Assistance if they can be spared from below. I am of Opinion the Enemy will attack us with their Fleet and Army at the same time, the former is very formidable, a List of which I am favoured with by Genl Waterbury and have inclosed. The Season is so far advanced, our people are daily growing more healthy. We have about Nine thousand Effectives and if properly supported make no doubt of stopping the Carrier of the Enemy. All your Letters to me of late have miscarried. I am extremely sorry to hear by Genl Gates you are unwell.

I have sent you by Genl Waterbury a small Box containing all my public and private papers and Accounts with a considerable Sum of hard and paper Money, Which beg the favr of your taking Care of. I am Dear Genl [&c.]

B Arnold

List of the Enemys Fleet on Lake Champlain.

1 Ship	18 – 12 ps.	
1 Schooner	14 – 6	
1 do	12 – 6	
1 Rediaux	6 24	Brass
	12 – 12	
	4 8 Inch Howitz	

28 Gondolas with one Gun each 12 18 & 24 pounders and one 8 Inch Howitz

2 Gondolas 3 Guns each 12 pounders

N.B. Two of the above Gondolas sunk by our fleet the first day and one blown up with 60 Men –

Copy.

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1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 453–56, NA.

Major General Horatio Gates to Major General Philip Schuyler [1]

Dear Genl Ticonderoga 15th October 1776 –

You will herewith receive Genl Arnolds Account of the Defeat and almost total Ruin of our Fleet Yesterday Morning. It has pleased providence to preserve Genl Arnold. Few Men ever met with so many hair Breadth Scapes in so short a space of time. Except the Capture of Genl Waterbury and those with him I do not think we shall lose a great many Men. Upwards of 200 with their Officers escaped with Genl Arnold. The Ammunition &ca I so long [illegible] for is much wanted here. I am distressed to the last Degree till it arrives. This Moment your favr from Saratoga of Yesterday Afternoon is put in my Hands. Part of the Lead about three Tons is arrived, and you make me happy in acquainting me the other tons are so near at hand. The Guard you mention and the wise Caution you give shall be carefully attended to. I am in haste [&c.]

Horatio Gates

P.S. I beg you will send me all the Spades you can collect as fast as possible

Copy

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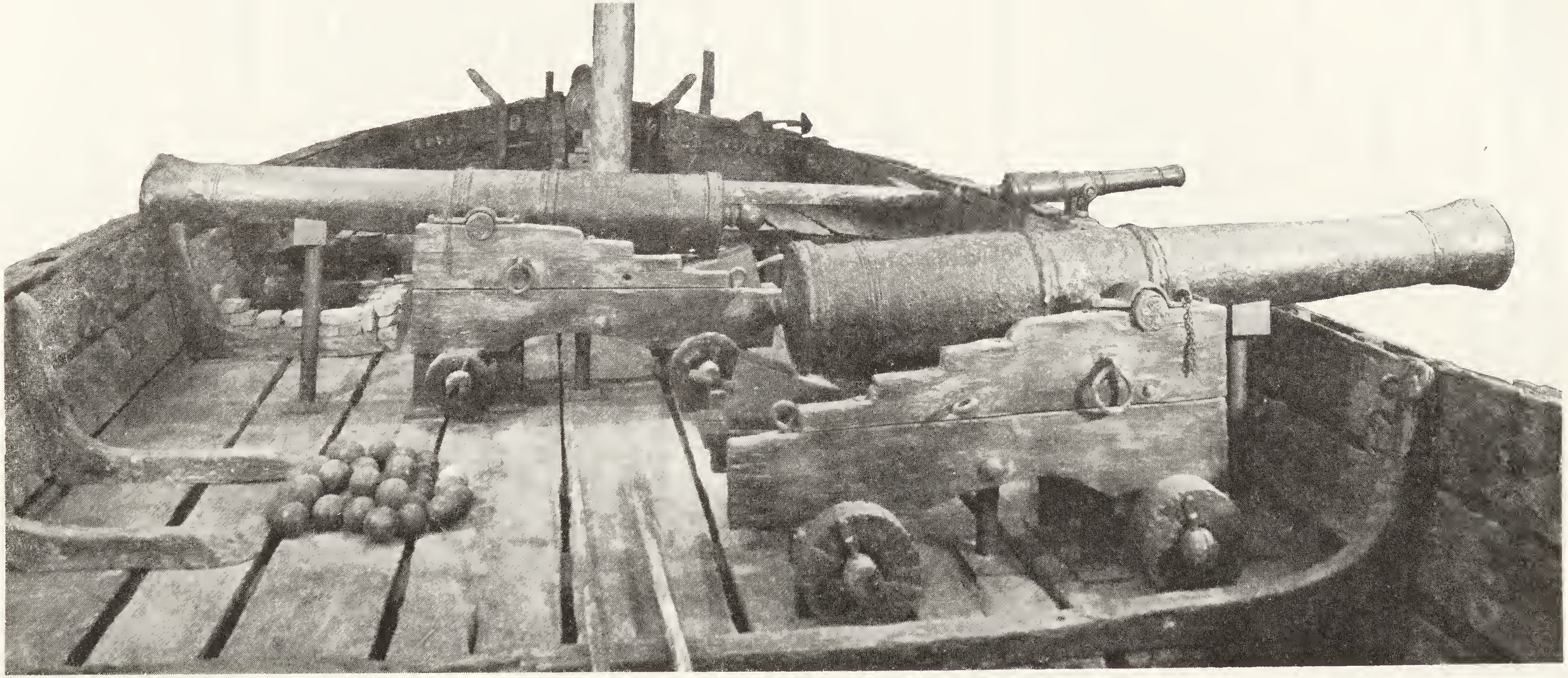
1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 457, 458, NA.



Looking Forward on Gun Deck of Continental Gunboat Philadelphia.

Diary of Dr. Lewis Beebe[1]

[Ticonderoga] Tuesday 15th: [October] The flag, mentioned yesterday, came only to transport the prisoners, which they took, in the late engagement, to this place; who were permitted to return to their several places of abode on parole, that they would not take arms against them during the present contest; and would return to them whenever called for; the number taken was 104. one of which was Genl Waterbury. Carl[e]ton was with the fleet, which we expect to visit us every hour; for which reason our works go on day and night without any intermission.

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[1] "Beebe's Journal," *Pennsylvania Magazine of History and Biography,* LIX, 354.

Journal of H.M. Schooner *St. Lawrence,* Lieutenant John Graves[1]

Octbr 1776	at Anchor in the East River
Monday 14	at 4 A M weigh'd and turnd into the Sound at 6 past by his Majs Ship *niger* ½ past came on Bd a Cutter man'd and Arm'd from her Stood across the sound at 11 Came too in 5 fm Water to the NoW of Marroneck Harbour Kept all Hands at Quarters all night
Tuesday 15	at 5 AM weighd and came to Sail and stood into the Entrance of the Harbour a privateer Lying there fired 5 guns at us at 7 TKd and stood to the Sowd to Join the *Niger* at 8 fired a Swivel at a Sloop at 11 past by the *Niger* at 1 P M came too in 6 fm water near his Majs Ship *Carrysfort* Frogg Point EBS 1 Mile

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[1] PRO, Admiralty 51/4330.

Journal of the Continental Congress[1]

[Philadelphia] Tuesday, October 15, 1776

The Secret Committee having, agreeable to the order of Congress, taken into consideration how to make the best distribution of the cargo lately arrived at Providence, Rhode Island, in the brig *Happy Return;* brought in their report; Whereupon,

Resolved, That a copy of the invoice of the cloths and blankets be sent to General [Thomas] Mifflin, quarter master general, with an order to Messrs. Browns, of Rhode Island, to deliver the whole to his order, and that it be recommended to the said quarter master general, to have the cloths immediately made up for the soldiers, either in Rhode Island, Connecticut, or by the taylors in the army, as may be thought best by General Washington and himself:

That Messrs. Browns be directed to deliver to the continental agent, at Rhode Island, the remaining part of the cargo, with orders to apply the lead, bullets, flints, muskets and powder, to the use of the continental frigates and cruisers, or such part thereof as may be wanted for that service, and the rest to remain for future orders:

That the said agent be directed to buy as much good fat beef and pork, as can be cured by the salt in his possession, for the use of the navy:

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1. Ford, ed., *JCC*, 875, 878–79.

PENET & PLIARNE TO THE "COMMITEES OF RHODES ISLAND"[1]

Gentlemen Philadelphia 15th 8re [October] 1776

We have Established in france a house destinated only for the Correspondance with the united States. the honorable Continental Congress have been Supplied there already & they will take for the future all the Articles they Shall want for the army & other purposes. we believe Necessary to inform you that it is upon the Encouragement & the assurances we have Receiv'd from the Congress we have Got in Magazines in France a Very Large quantity of Goods & other Articles of Every Kind Suitable to the present Circumstances the States are in.

In Consequence of that, Gentlemen, we flater ourselves you will adress your Vessels to that house & you may depend upon this you will find immediately there Every thing you will want.

but there is an other advantage you Must be acquainted with. the Commitees & the Merchants Meeting with Great Difficulties to send Money to Europe, our house has taken that in Consideration, & you may have bills upon our house & we will take here the Continental Money.

Our house is at Nantz in Britanny, & we have Chosen that port, because it is the best situated for the Business of this Continent. if you send your Cargoes from here to the other ports, Nantz is in the Center & out of the Channel; & after your Capts will have Sold the Cargoes in the other ports, they May Go immediately to Nantz to be Loaded. So Beleave the honorable Congress, & that speculation you will find advantageous because from bordeaux, Rochelle, L'orient & other Ports in one, 2, 3 Days you Get to Nantz and your Capts will not stay there as in other Ports one month to Expect their Loading.

you will find too the Articles Cheaper there, because our Great Consumption with the Continent will Determine our house to Give the Greatest satisfaction to the honorable Congress, the Commitees & the Merchants.

Add to these Reasons, the Market of Nantz is Extremely Good, because there is a very Large River passing through different Cities.

this is the Direction of our house in france

à Messieurs
Messieurs Pliarne Penet & Compe
Maison de M. Gruel, Negt Armateur
Isle Feydeau A Nantes

In Philadelphia

To Mesrs Pliarne Penet & Compe
In Philadelphia[2]

We pray you to inform the Commitees & the Merchants in your state of our dispositions

We have the honor to be with Respect Gentlemen [&c.]

Pliarne Penet & Compe

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[1] Letters to the Governor, vol. 8, R. I. Arch.

[2] The Philadelphia resident partner of the house was M. Pliarne.

William Richards to the Pennsylvania Council of Safety[1]

[Extract] Philadelphia, Octor 15th, 1776.

Gentl'n: The Commodore was with me this morning, and says the Fleet has not any Colours to hoist if they should be called on Duty, it is not in my power to get them done, untill there is a design fix'd on to make the Colours by.

Directed The Hon'ble Council of Safety, Pres't.

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[1] *Pennsylvania Archives,* 1st series, V, 46.

Major Thomas Proctor to Thomas Wharton, Jr.[1]

Mr President, Fort Island, Octr 15th, 1776.

I would beg leave to offer my oppinion on a few particulars which Occur, to be necessary for our present safety.

First, That the floating Chevaux du freese's be brought and moored at their proper place, fit for sinking.

Secondly, The boom which at present is in a useless state, to be fix'd to the Piers as intended for service.

Thirdly, As the distance between the Eastmost piere and the west part of the Sunk Chevaux du freeze, admitt large Ships to pass with ease, whether it ought not to be properly secured, as the Chevaux du freese's for that purpose are floating along side the Fort Wharfe.

Fourthly, Having observed a Large Brigg under the care of Mich. Dorsey, to pass through the East Channell with safety, whether it might not be proper to move the Chevaux du freese's prepared at Gloster, to prevent the passing of any vessels at so great a distance from the Fort, which vessels are seldom, if ever, examined by the fleet, and might, through the means of subtile persons, pass Troops to the City undiscover'd, till too late.

Fifthly, As the 18 P'rs on board the Province Ship are too long to be work'd to any degree of advantage for action, if it would not be Expedient imediately to change them for Cannon, more suitable, and the present Cannon on Board to be mounted at Billingsport, to form a defence for, and with the Chevaux du freese's, and to send the six Gunns w'ch lays useless [on]

Mr. Morriss's Wharfe, to suitable places here I have to mount them on, untill they are wanted for other Service. I remain, Sir, [&c.]

Thos. Proctor.

Directed to the Hon'ble Council of Safety, Philadelphia

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1. *Pennsylvania Archives,* 1st series, V, 45–46.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY [1]

[Williamsburg] Tuesday October 15th 1776

Ordered that the Commissioners of the Navy Board be requested to order down to Portsmouth all such Row gallies and other Vessells that in their opinion can be best spared for the purpose of assisting the Transportation of the Carolina Troops to the Head of Elk on their way to New Jersey.

A Permit granted to the Sloop *Olive Branch* Captain Baine to proceed on her Voyage to Saint Eustatia. Manifest of her Cargo filed. Bond executed acknowledged and ordered also to be filed.

Upon Information given to this Board by Benjamin Harrison Junior Esquire of his preparing to fit out a Continental Vessell on a Trading Voyage and being in want of some Articles for that purpose applied for the Loan of some Canvas, Twine and a few Needles without which the said Vessell could not be compleated so as to proceed on her intended Voyage. In consequence of which Application a Letter was wrote to Thomas Whiting Esquire first Commissioner of the Navy Board requesting him to order to be delivered out of the Publick Store to Mr Harrison such a quantity of the said Articles that he wants provided that the same can be conveniently spared from the Public Service.

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1. McIlwaine, ed., *Journals of the Virginia Council,* I, 197–98.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Tuesday 15th October 1776.–

Pursuant to request of the honble the Council — Ordered that the following Captains, to wit, Celey Saunders of the *Lewis* Galley, James Markham of the *Page* Galley, George Elliott of the *Safeguard* Galley, Robert Conway of the *Protector* Galley, George Muter of the *Hero* Galley and Lieut Harris of the *Manley* Galley do Proceed immediately with their said Vessels from their present stations to Portsmouth in Order to Assist in Transporting the Carolina Troops up to the Head of Elk who are on their March to New Jersey, and return again to their Respective Stations as soon as possible –
Capt Thomas Lilly of the Brig *Liberty* having been summoned to appear before the Board on this day to Answer the Complaint of Alexander Massenburg, Joseph Willson, John Chick, Thomas Coleman, Thomas Bailey & John Royston lately exhibited against him appeared accordingly, whereupon sundry Witnesses being sworn and examined On Consideration whereof It is

the Opinion of the Board that the Allegations setforth in the said Complaint have not been sufficiently Proved. It is therefore Ordered that the said Lilly be acquitted of the said Complaint and that he discharge such of the Complainants as are desirous of Quitting the Service. –

1. Navy Board Journal, 78–79, VSL.

JOURNAL OF THE SOUTH CAROLINA GENERAL ASSEMBLY[1]

[Charleston] Tuesday the 15th Day of October 1776

Message to the Legislative Council
Honourable Gentlemen

On the 11th Instant we sent you for your Concurrence therein a Resolution "That the Commissioners of the Treasury as a further Encouragement to the Commander and marines belonging to the Vessel called the *Revenge* do pay and advance to the said Commander and men out of the amount of the sales of the Cargo taken from on board the transport Brigantine called the *Glasgow Packet* One Sixth of the neat amount of sales of the said Cargo" And we now desire to know if your Honours have concurred accordingly and if you have, that you will please to order the same to be sent to His Excellency for his assent

1. Salley, ed., *South Carolina General Assembly Journals,* 120, 122.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD [1]

[Charleston] Tuesday 15th October 1776.

The Board met according to Adjournment
Present: Edward Blake Esq: First Commissioner
Geo: Abbott Hall, Josiah Smith Thos. Savage Thomas Corbett
George Smith Esquires
Read the Minutes of the last Meeting

Ordered, That the following Advertisement be inserted in the *Gazette* & that three Hundred Handbills be struck off & dispersed in the Country

The Commissioners of the Navy are in want of a quantity of Salted beef and Pork in barrels. Any persons inclined to furnish them therewith are desired to send proposals in writing to the subscriber, mentioning the quantity of salt required for each barrel of Beef and Pork, (which the Commissioners will supply the contractors with upon their entering into contract with them,) and the price they will deliver the Beef and Pork at in Charlestown, the same being properly cured and packed in tight barrels, weighing two hundred pounds neat weight. They are also in want of a quantity of Ship Bread and Flour, for which they will give the market price, or enter into contract with any person inclined to supply them.

Edward Blake, First Commissioner.

Returns were received from the officers of the Brigantine *Comet* and the Brigantine *Defence.*

Orders were given to Captain Edward Allen to get his Water, Provisions, and other necessaries on board, ready to proceed to sea as soon as possible, and to report when he is ready.

Orders were given to Captain Thomas Pickering to apply to the Commissary to furnish him with such Sails as are wanting for the Brigantine *Defence,* and other Necessaries to get her ready for Sea.

Alexander Horn the Public Boat keeper was ordered to attend the next Meeting.

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1. Salley, ed., *South Carolina Navy Board,* 7.

Master's Log of H. M. Armed Vessel *Cherokee*[1]

October 1776 At Single Anchor in St Augustine Bay

Tuesday 15 at 8 AM swayed up the Lower Yards Do saw a sail in the NE Qr at 11 the *Raven* fired two Shot at the above Vessel brot her too and Detained her She proved to be the Brig *Friendship* – Townsend Master from Savannah Laden with rice

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1. PRO, Admiralty 52/1662.

"Extract of a letter from Kingston, Jamaica, dated Oct. 15." [1]

We are all very quiet at present, and have been so for some time past. Martial law has been suspended about a month; but parochial guards were kept throughout the island, till within this fortnight. The militia is now restored to its former state, and I hope there will be no further occasion for martial law being established here.

A few weeks ago the French frigate *L'Hermione,* commanded by Mons. Demonteil, Brigadier-General and knight of the order of St. Louis, came in here from St. Nichola Mole in Hispaniola, to demand a small American schooner which had been taken by the *Squirrel* a few days before. He alledged that the schooner was taken nearer the land than was permitted by treaty between the two courts. The Admiral answered, that Capt. [Stair] Douglas knew his duty, and if he had acted wrong, must answer for it; that he deemed the schooner a lawful prize, and would not deliver her up; but that if there were any differences to be adjusted, they must be settled by the two courts. The French frigate did not remain here 48 hours. It is reported that the admiral further told the captain, that he need not salute his ship when he went away, as he had omitted it when he came in; for that consequently the compliment should not be returned. There have been five or six prizes brought in here within these three weeks.

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1. Almon, ed., *Remembrancer,* IV, 158.

JOURNAL OF H. M. S. *Antelope*, CAPTAIN WILLIAM JUDD[1]

October 1776 The West end of Tortuda ESE 6 Leags
Tuesday 15th AM light Airs and fair, at 6 saw A Sail to the Westwd gave Chace, at 10 hoisted the Boats out sent them Arm'd at 11 they Boarded the Chace found her to be a Brigg from Philadelphia, took possession of her[2]

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[1] PRO, Admiralty 51/39.

[2] James S. Biddle, ed., *Autobiography of Charles Biddle . . . 1745–1821* (Philadelphia, 1883), 90–93, contains an account of the capture of *Ranger*.

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16 Oct.

MINUTES OF THE EXECUTIVE COUNCIL OF NOVA SCOTIA [1]

At a Council holden at Halifax
on the 16th October 1776

Several depredations having been Committed on the Coast of this Province, by Vessels Armed and Mann'd by the Rebels of New England. –

The Lieutenant Governor Asked the Advice of the Council as to the expediency of fitting Out two Arm'd Vessels of proper Burthen to pursue such Pirate Vessels into Shoal Water and Creeks, and thereby defend the Coast from any further Insults and depredations. –

On which the Council were Unanimously of Opinion, that such Vessels shou'd be provided as the only Means to protect the Navigation on this Coast, and to prevent any Outrages being Committed on Shore.

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[1] N. S. Arch.

RICHARD BULKELEY TO THE JUSTICES OF THE PEACE OF LIVERPOOL, YARMOUTH AND BARRINGTON [1]

(Circular) Secy's Office
Gentlemen Halifax 16th October 1776

I am to inform you from the Lieut Governor that His Majesty's Ship *Albany* is sent to Cruise on the Coast between this Harbour and Cape Sable, and to look into every Port, and that she will be followed by other Ships and Armed Vessells in order to secure you from such Insults and depredations as have been lately committed, and to protect and defend His Majesty's Loyal Subjects. — I am Gent Your &c

Sign'd Rich^d Bulkeley

To Elisha Freeman Simeon Perkins and
William Johnstone Esqr's Justice of the
Peac for Queen's County or either of
them at Liverpool
John Crawley, Phinehas Durkee and
Ephraim Cook Esqrs Justices of the

Peace for Queen's County or either of
them at Yarmouth
Archelaus Smith and Hamman Kenney Esqrs
Justices of the Peace for Queen's County
or either of them at Barrington[2]

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1. Executive Council Letter Book, vol. 136, N. S. Arch. Bulkeley was Secretary of the Nova Scotia Council.
2. *Ibid.*, a similar letter was sent this date to John Creighton at Lunenburg.

JOURNAL OF H. M. SLOOP *Albany*, LIEUTENANT MICHAEL HYNDMAN[1]

October 1776	Moored in Halifax Harbour
Wednesday 16th	Modt & fair Wear the People Empd doing the Needfull; Set the rigging up Fore & aft, Came on Board Lieut Michl Hyndman Pr Acting Order from Sir George Collier to take the Command of the Ship;[2] read his order to the Ships Company Do Came on Board a Pilot

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1. PRO, Admiralty 51/23.
2. Hyndman relieved Lieutenant Henry Mowat.

JOURNAL OF H.M.S. *Lizard*, CAPTAIN THOMAS MACKENZIE[1]

October 1776	[Halifax Harbor]
Sunday 13	Arrived here the *Juno* & *Milford* wt 4 Prizes & the *Pembroke* wt Stores
Monday 14	washd & clean'd between Decks –
Tuesday 15	Recd onbd p order of Sir Geo: Collier 103 Rebel Prisoners from the *Milford*
Wedy 16	Mod & fair Came alongside a Schooner to take away the rebels. Imprest 18 of them & sent away the rest

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1. PRO, Admiralty 51/550.

ELIJAH FREEMAN PAYNE TO CAPTAIN BARZILLA SMITH[1]

To Capt Barzl Smith Plymouth Octr 16th 1776

Sir Youll Please to repair on board the Armd Schooner *Eagle*, belonging to me – as Commander in chief – and there behave yourself according to your Instructions given by Congress – you are hereby Order'd to sea in said schooner under your command – There remain four mont[hs] (if nothing happens which will cause your return) Cruizing for any Vessel, or property of Great Britain Youll sail from the Cape Cod – direct for St Georges Banks – from thence well to the Eastward – If you find nothing worth Notice till to the Eastward of Grand Banks – Youll Dire[c]t your course for the Ships that sail for Barbado[es] from London – to the windard of Barbadoes 40 to 50 Leagues; there youll make your cruize when your time is up – youll return directly to Boston – If you shoud take any

Prizes on your Cruize – order them to Boston – or some nigh Port – be Carefull in maning your Prizes; put Plenty of men on board to secure the same – if you shoud come thought [athwart] any Vessel that is not rich, take out what you can of her goods and let her go – when you get a good Prize, secure her well with men be carefull not to take any Vessel belonging to any inhabitant of the States of America for the rest act discretionally – Yours &c

Elijah F. Payne

[Endorsed] Boston March the 17th 1777 –
The within writen Orders sign'd by Elijah F. Payne was at the date of said Orders deliver'd to me by said Payne for my directions at sea while in and commander of sd Schooner *Eagle* for four months cruize

Test. Barzilla Smith

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1. Mass. Arch., vol. 197, 255–55a.

LIBEL OF COMMODORE ESEK HOPKINS AGAINST THE PRIZE BRIGANTINE *Kingston Packet* [1]

State of Rhode Island &
Providence Plantations ss

To The Honorable John Foster Esq. Judge of the Court of Justice erected for the Tryal of Prize Causes in and throughtout the State of Rhode Island and Providence Plantations –

Esek Hopkins Esqr Commander in chief of the Fleete fitted out by the most Honbl the Continental Congress for the protection of the united States of America comes into this Honorable Court and gives your Honour to understand and be informed that John P. Jones Commander of the Sloope of War called the *Providence* being one of the Squadron under his command and duely commission'd to cruise against the Enemies of the united States of America on the Twenty fifth Day of September AD. 1776. being on a Cruise at a place call'd Narrowshock Harbour in the Island of Cape Bretton together with his officers, Marines and Mariners belonging to said Sloope took and captured the Brigantine *Kingston Packet* with her appurtanances commanded by one Samuel Ingersoll together with her Cargo consisting of dry Fish, pickled Fish and Skins and which said Brigantine and Cargo before and at the Time of Capture belonged to and were the property of some of the Inhabitants of the Island of Jamaica Subject to the King of great Brittain or to some other of his Brittannick Majesties Subjects not Inhabitants of the Island of Bermuda or New Providence or the Bahama Islands which said King of Great Brittains Fleets and Armies are now acting against the United States of America – And the said Esek Hopkins further informs your Honor that the said John Jones hath sent the said Brigantine with her appurtinancies and Cargo into the Port of Providence within your Honors Jurisdiction for adjudication Wherefore he prays that your Honor would take the Premisses into consideration and grant out the propper process & monitions in such Cases by Law required and further proceede as to Right and Justice appertaineth

John Cole for Libellant.

[Providence, October 16]

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1. Revolutionary War Prize Cases, No. 6, Court of Appeals, 1776–1787, NA.

INTERROGATION OF JOHN GORDON[1]

Interogatories answered by John Gordon late Mate of the *Kingston Packet.*

Interog. When and where did you enter on Board the said Brigantine, and who are the Owners of the said Brig and her Cargo.

Answr I entered on Board as Mate of the said Brig at Gaspee in the Province of Canada in the Month of July AD 1776 – the said Brig and Cargo are Owned by Richard Derby and Haskel [Elias Hasket] Derby of Salem in the State of the Massachusets Bay as I was informed by the Captain.

Interog Who was Master of the said Brig at the time you entered on board as Mate, and where was she bound, and where has the Brig been since you entered on board to the time She was taken by Capt John Jones?

Answr Samuel Ingersol was Master, the Said Brig was bound from Gaspee to Canso to purchase Fish and from thence to Cape Francois.

Interog. Did Capt Ingersoll inform you where he had been with Said Brig from Salem before he came to Gaspee

Answer He told me he had been to Jamaica & Dominica and was returning from thence and came within 12 Hours Sail of Marble Head and was chased by a Man of War and Obliged to go to Canso, and from Canso he want to Gaspee to sell the remainder of his Rum and Molasses which he brought from Dominica –

Interog Do the Skins now on board the Said Brig belong to her Cargo?

Answr No. – they were put on board the Brig by Capt Jones's orders they took them out of a Store in Narrow Shock. the said Store belonged to one Roebin of the Island of Jersey in the Chanel of England.

John Gordon.

NB he says He was to have
8 Dollars pr Month Wages
Sworn to in Providence Octor 16 1776 Before me
John Foster Judge in Prize Causes

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1. Revolutionary War Prize Cases, No. 6, Court of Appeals, 1776–1787, NA.

INTERROGATION OF ABEL COFFIN[1]

Interogatories answer'd by Able Coffin Prize Master of the Brigantine called the *Kingston Packet.*

Interog.	When where and by whome was the said Brigantine taken what is her Tonage, who was the Master of the said Brig taken, from whence and to what Port was She Bound, what are the Contents of her Cargo; and are the papers you now present all the papers you received belonging to said Vessell
Answr	The said Brigantine and her Cargo upon or about the Twenty fifth Day of September AD 1776 in Narrowshock Harbour in the Island of Cape Briton was taken by John Jones commander of and his officers and men belonging to the Continental Sloop of War called the *Providence,* the Masters Name I cannot tell. the People on said Brig say she was bound to Cape Francois her Cargo Consists of Dry Fish, about 35 Barrels of Pickeled Macker[el] some Dear Skins and Moose Skins, the papers now Presented are all the papers which were delivered to me by Capt Jones. The said Brigantine is of the Burthen of about 110 Tons

Abel Coffin

Sworn to in Providence Octo 16. 1776 before me

John Foster Judge in Prize Causes

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1. Revolutionary War Prize Cases, No. 6, Court of Appeals, 1776–1787, NA.

Commodore Esek Hopkins to Captain Hoysteed Hacker[1]

Sir Newport October 16th 1776 –

Upon receipt of this you are to go up Swansey River, and Take the Privateer Sloop Captn [Joseph] Dennis,[2] who I have Intelligence has got some of our Men belonging to the Fleet – and bring the Sloop and all the Men you find onboard of her in to Newport harbour – and for so doing this Shall be your sufficient authority

E. H. Cr in Chief

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1. Hopkins Letter Book, RIHS.
2. Commander of the Massachusetts privateer schooner *Fair Lady,* Mass. Arch., vol. 5, 286.

Major General Philip Schuyler to John Hancock[1]

[Extract] Saratoga Octr 16th 1776

Since the Letter from General Arnold of the 12th Instt which General Washington has doubtless transmitted to you, I have not heard a Word from the Fleet or Tyonderoga.

I am preparing to build Barracks for three Thousand Men at this Place and Stillwater.

If we do not quite lose the Lake this Campaign, it will be necessary to employ Four Hundred Carpenters all Winter in constructing a strong Naval Force; Cordage, Sails, Oakham, and Anchors must be provided somewhere below, and the whole brought up in Winter. Fifty whip Saws will be wanted, and should be sent immediately, they are not to be had in this Quarter.

I wish a Quantity of Crocus, or any coarse Linnen, to be sent up for Sacks for the Soldiers' Bedding & Bolsters, it will be best to have them made up at Philadelphia, large enough for two Men.

A great Quantity of intrenching Tools must be provided, and such a Quantity of Ammunition sent next Winter to Tyonderoga, as will suffice for the Campaign, some should be sent immediately.

Cannon of the largest Size should be Cast in every Quarter, and sent up in Winter.

The Paymaster advises me that his Chest is reduced to less than One Hundred Thousand Dollars, a Supply should be sent in Time. I am Sir [&c.]

Ph: Schuyler

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1. Papers CC (Letters of Major General Philip Schuyler), 153, II, 459–62, NA.

MAJOR GENERAL PHILIP SCHUYLER TO THE COMMITTEE OF BERKSHIRE COUNTY [1]

Gentlemen Saratoga Octo 16th 1776

Our Fleet which suffered severely in an engagement on the 12th instant with the Enemy has been still more severely handled in a subsequent [one] – insomuch that the Enemy are left masters of the Lake and are now coming on to attack our Army at Ticonderoga –

In this situation of affairs it is of the utmost importance that the Militia of your State should immediately march to sustain the Army – Such as can most expeditiously come by the way of Albany should do so, and the others take the Route to Skeensborough – Each man should come provided with as much provision and ammunition as possible – The commanding Officer must send me information of his number and the progress in his march from time to time – I shall be either at Fort George or at Skeenesborough, but as I cannot determine which, it will be proper to send expresses to both places – Please to forward Copies of this to Governor Trumbull and to every Committee in your State in a situation of affording assistance, as also to the neighbouring Counties in the State of Connecticut. I must repeat Gentlemen, that it is of great importance that I should be duly furnished with an account of the movement and number of the Militia – I am Gentlemen [&c.]

Ph: Schuyler

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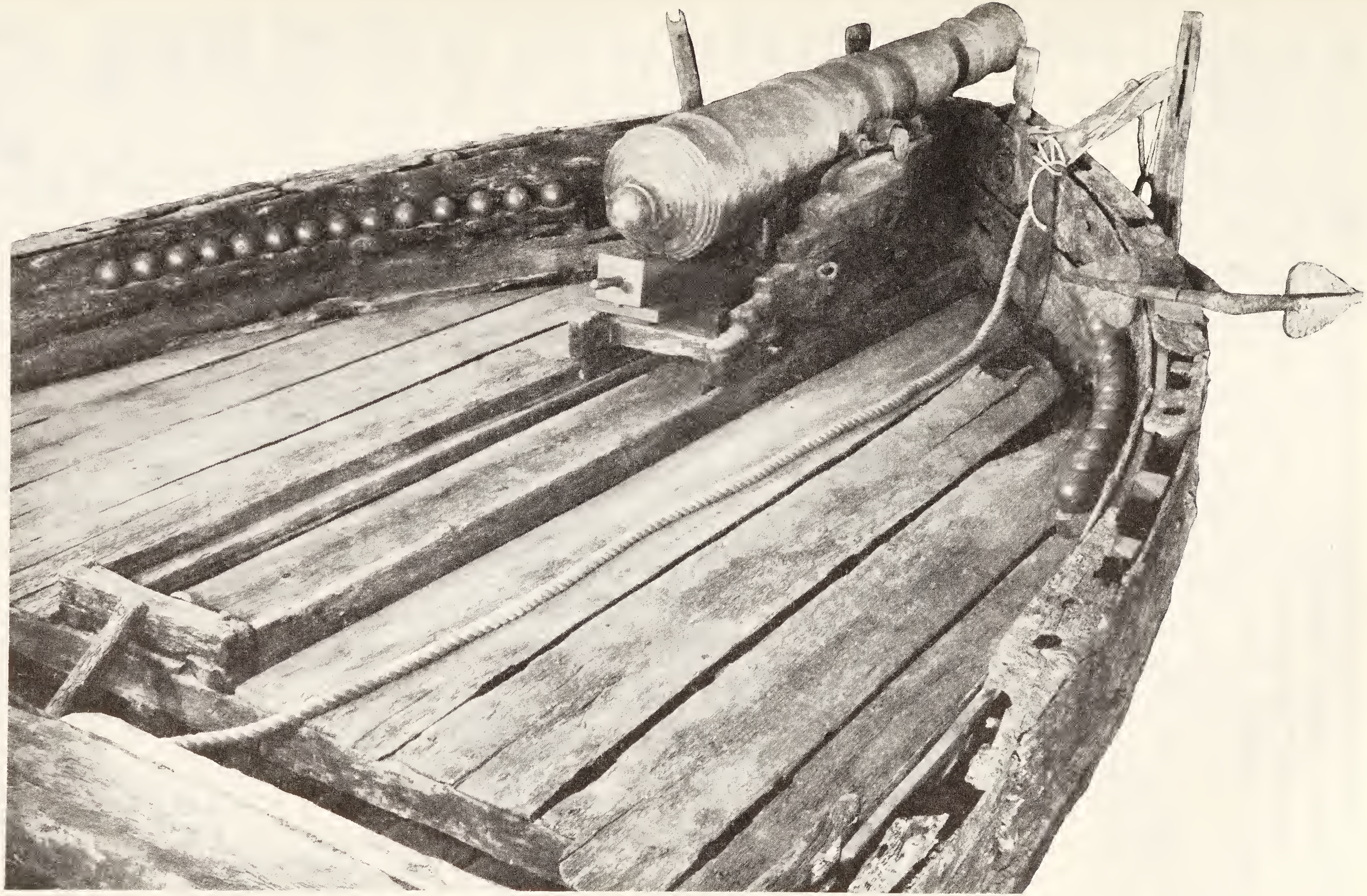
1. Trumbull Papers, XXVI, Letter Book I, 95, 96, ConnSL.

JOURNAL OF THE NEW YORK COMMITTEE OF SAFETY [1]

[Fishkill] Wednesday Afternoon, Octor. 16th, 1776.

A letter from John Sloss Hobart, Esqr. dated at Fairfield, Octor. 8th, 1776, setting forth the state and circumstances of the sloop *Montgomery,*



12 Pound Bow Gun of Continental Gunboat Philadelphia.

and of the sum of money necessary for paying off the wages of the crew, and other expenses. Thereupon,

Ordered, That the sum of £800 be transmitted by Mr. Gelston to Mr. Hobart at Fairfield, or such other person as Mr. Gelston may think safe and prudent, in the absence of Mr. Hobart, to be advanced to Capt. [William] Rogers for defraying the expenses of fitting out and paying off the wages of the officers and crew of the sloop *Montgomery.*

1. *New York Provincial Congress,* I, 680.

BRIGADIER GENERAL HUGH MERCER TO GEORGE WASHINGTON[1]

Sir Amboy October 16. 1776 –

General Green [Nathanael Greene] has informed your Excellency that a party pass'd over last night to Staten Island with a view to attack the Enemy, at the east end near the Watering Place – as we advanced towards Richmond Town information was given, that some Companies of British & Hessian Troops were stationed there – surprising them was therefore the first object, which was effected this morning at break of day – Well disciplined Troops would have taken the whole without the loss of a man – but we only took about twenty prisoners, partly Hessians & English – eight Hessians & nine British, one of those wounded, & besides these two mortally wounded left at Richmond Town – We lost two men in the Action –[2] What we have collected of intelligence from the Prisoners, is enclosed –

Your Instructions of October the 15th I shall immediately set about, observing with the utmost diligence and Punctuallity – Col Griffin received a Wound in the Heel in the Action of this Morning & Lt Col Smith of the flying Camp slightly wounded in the Arm – I shall send the Prisoners on to Philadelphia. I have the honour to be Sir [&c.]

H Mercer

[Enclosure]

Head Quarters 16 October 1776 So Amboy

The Examination of two Regular Soldiers & one Hessian taken Prisoners on Staten Island this Morning at the Church –

Robt Holbrook – says he belongs to the 14th Regiment – Commanded by Colnl Dalrimple – 20 Regulars & 45 Hessians were at the Church, – & there were about 1500 on the Island at first – about 10 days ago the greatest part of the Hessians embarked – Capt Stanton Commanded this Morning – & fled – Genl How has 22000 including Hessians & all other Troops – Some new Troops landed last Monday – the Army in good Health & plenty of Provisions – all Salt on the Island – they expect 15000 Hessians every day – but no English Troops – the only reinforcement is the 6th Regiment about 150 – Hessians in the Army supposed to be 15000 –

Peter Gee of the 6th Rt Colr Boothby says – 150 of them landed on Staten Island last Monday from the *Chambury,* Transport – left England the 3d July 20 Sail Came out with them 2 Men of War & 18 Provision Vessels

— they were making great preparations at England recruited very fast — but expected the Press to breakout — about 700 Hanoverians came out, as many more expected — some of them lay at Plymouth – the greatest part of the Hessians left the Island — a great many Sick in the Island — the number in the Fort not known — supposd about 600 — only two pieces of cannon in the Fort — expected a reinforcement of the regulars —

Christian Guiler a Hessian Private — says tis 8 Years since he left his own Country allmost all their Troops is with Genl How — 12000 of them have come, expect more — expected if taken Prisoner to have Mercy shewn him if we were a Christian People – that he was brought from his Country by force, that detachments were sent through thier Country & if thier Parents interferd were put into Jail — were told they were to be Garrisond in England — but after 3 days arrival in England were orderd to embark for America to their great disappointment, & against thier Will were guarded to thier Ships — they saw no papers of any kind among them from us — if they knew that they would be well treated by us, would if all lay down thier Arms — have no desire to Return to thier Ridgment again — are much pleasd & happy with the treatment they have receivd — and are very thankful for the same —

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1. Washington Papers, LC.
2. "By the accounts from Staten Island, the Rebels have landed near 1200 men there, have burnt some houses, and done other damage. Captain Stanton of the 14th Regt who was posted at Richmond with a Detachment of about 60 men, has, it is said, been obliged to retire from thence with some loss." *Mackenzie's Diary,* October 16, 1776, I, 80.

Journal of the Continental Congress [1]

[Philadelphia] Wednesday, October 16, 1776

Resolved, That it be recommended to the general court of Massachusetts bay, to give the continental agent the full weight of their influence to make the frigate *Hancock* ready for sea immediately; that whatever expence shall accrue to the state of Massachusetts bay, either for procuring guns or other stores for fitting the said frigate, shall be reimbursed on demand; and that, in directing the cruise of the said frigate, the Congress will pay all the regard to the protection of the commerce of Massachusetts bay, that the zeal of that state, in the common cause, justly entitles it to.

Whereas sundry prizes have been heretofore taken by the cruisers fitted out by General Washington, at the continental expence, and on continental accounts, and no accounts thereof have yet been rendered by the agents who received and sold the said prizes; and, whereas, a just distribution of such shares of the said prizes as are due to the officers and men, agreeable to the rules and regulations of Congress, ought to be made;

Resolved, That the Marine Committee be empowered to order such distribution of the said prize money amongst the parties interested therein; and that they recover from the said agents the continental share of all the said prizes:

That the present continental agents do account with the Marine Committee, from time to time, for the continental share of all prizes received and sold by them, and that they pay the amount of such prizes to the order of the said committee:

That the said agents make just distribution of the shares in all prizes that appertain to the officers and crews of the continental ships of war, agreeable to the rules and regulations of Congress, as soon after the sales of each prize as possible:

That the Marine Committee apply all the prize money they receive from the agents, to the service of the marine department, and hereafter render accounts thereof to Congress:

That the Marine Committee report, from time to time, all sums of money they received for prizes to the treasury, in order that the same may be charged to their account in the treasury books.

The Board of Treasury reported, that there is due,

To Captain Sion Martindale and Lieutenant Moses Turner, for their pay and rations from the 1st of January to the 14 October, 1776, the sum of 572 76/90 dollars.

Ordered, That the said account be paid.

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1. Ford, ed., *JCC*, VI, 879, 881–83.

WILL OF JOHN HARPER, MASTER OF THE CONTINENTAL SHIP *Reprisal* [1]

[Philadelphia, October 16]

I John Harper of the City of Philadelphia Master of the Ship *Reprisal,* Lambert Weeks [Wickes] Commander being bound on a Cruize considering the Uncertainty of this transitory Life, do make and declare these Presents to contain my last Will and Testament: that is to say, I give and bequeath unto my Loving Brothers James Harper and Ruben Harper all my Prize Money due me from said Ship and Wages & Prize Money that hereafter may become due Also all my Prize Money that is due me from the *Hornett* Sloop of War William Stone then Commander – and all the rest of my Estate, real & Personal, wherewith at the Time of my Decease I shall be possessed or invested, or which shall belong, or of Right appertain unto me, I do give, devise & bequeath unto my said Brothers James Harper & Ruben their Heirs & Assigns for ever to be equally divided between them Share & Share alike – And I do hereby nominate and appoint my Trusty & loving Friend William Davis of the said City Merchant to be the Executor of this my last Will & Testament, hereby revoking all former Wills and Testaments by me made, and do declare this to be my last Will. In Witness whereof I have hereunto set my Hand & Seal, this Sixteenth Day of October Annoque Domini, One Thousand Seven Hundred and Seventy Six.

John Harper

Signed, Sealed, & Declared to be the last Will and Testament of him the said John Harper in the presence of Lambt. Wickes – Allen Moore –

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1. Will Book R, No. 186, 179, Register of Wills Office, Philadelphia.

Pennsylvania Journal, WEDNESDAY, OCTOBER 16, 1776

Philadelphia [October 16].

Saturday last arrived here the ship mentioned in our last, taken by the brig *General Montgomery,* she proves to be the ship *Thetis,* Capt. [Hezekiah] May, with 310 hogsheads of sugar, 90 puncheons of rum, &c. from Montego Bay for London, and belonged to a fleet of near 200 sail, who left Jamaica in August last, under convoy of two men of war.[1] The above ship, in coming up, touched on the Cheveaux de Frize, where she would have, in all probability sunk, had it not been for the timely assistance she received from the Row-Galley-Men.

Yesterday arrived from a cruize the continental schooner *Wasp,* Capt. [John] Baldwin, and brought in a large Guinea ship, bound from Jamaica for Liverpool, with 305 hogsheads of sugar, 55 puncheons of rum, &c. part of the Jamaica August fleet. —[2] This is the third of that fleet sent in here.

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1. *Pennsylvania Gazette,* October 16, 1776, contains libel filed against the *Thetis* in the Pennsylvania Court of Admiralty.
2. The ship *Leghorn Galley.*

HENRY FISHER TO THE PENNSYLVANIA COUNCIL OF SAFETY [1]

Gentlemen, Lewis, Oct'r the 16, 1776.

I Rec'd your letter per Express, last night at half-past Eleven o'clock, wherein you order me to send two Pilot boats to Cruise to the Eastward, I must acquaint you that there is no boats here that can be got, that is any ways fit for the Service, they being all bought up by your Merchants to send to sea. You likewise desire me to keep a strict look out, which you may depend upon that I shall, as my Character is at stake, though but trifling to your City. I must acquaint you that I have placed a very good and trusty hand at the light house, to give me the Earliest Notice of the Approach of any of the Pyrates, and you may Relie upon it that my Whale boat and Express horse is all Ready at a moments call. I should have answered your Letter by the Express horses, but I did not know the moment that I might want them, as the wind has been Eastwardly for this several Days. Haveing no more to add at this time, I Remain [&c.]

Henry Fisher.

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1. *Pennsylvania Archives,* 1st series, V, 47.

GEORGE WELLS TO THE MARYLAND COUNCIL OF SAFETY [1]

Gentlemen Baltimore October 16th 1776

As I expect to Launce one of the Row Galleys in about 18 Days I Should be oblidgd to You to let Me Know per Bearer Mr John Barry how the Row Gallies Should be Masted & Rigged, or Whether Y[ou']ll leave that Matter to Capt [James] Nicholson & Self. Please Alsoe, to let me know, Who is to be the Sail Maker & Who is to find the Cordage Who am Gentlemen [&c.]

George Wells

P.S. Please to let me know What Weight of Mettal they are to Carry

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1. Red Book, XI, Md. Arch.

Stephen Steward to the Maryland Council of Safety[1]

Gentell Men [Wood Yard] October 16 1776

as Captain Paterson [William Patterson] boat is So Near Redey to Sail I thought it Would be as Well for him to Com up In hir Redey to Receve your orders Which will be tomor[ro]w as the Larg Schooner Culd be got Redey In a fue Days With Six Careg guns If you Would Consent to swap two feild Pises Which you have In anaplois for two heve Pises that I tuck out of the *Reselution* the Large Schooner is Persed [pierced] for ten three and two Pounde[rs] but as wee are oblige to Put In fore Pounders six will be near Equal In wait of Mett[a]l (the Schooner is a fine vesell) thare is sum Vesells on the sea shore to sell If you ware to Buy one of them and load them whare they are the danger would be Considrebell less to git them out th[a]n giting them out of the Bay – My Son will Inform you what sitiwat[io]n the vesell ar hear In I hope you will not think me foward In atemting to dictate for you as I Raley Do not Intend it but am Redey to oblige you In Evrey Employmen you Can set me about and am [&c.]

Stephen Steward

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1. Red Book, XI, Md. Arch.

Journal of the Virginia Navy Board [1]

[Williamsburg] Wednesday 16th October 1776. –

Ordered that a Warrant Issue to Mr Patrick Lochart for five hundred and forty three Pounds five shillings and eleven pence for Hemp furnished Capt Charles Thomas for the use of the Rope-Walk. –

Ordered that a Warrant Issue to John Bolling for the use of Daniel McCallum for seven pounds seventeen shillings for Rugs furnished Lieut Henry Stratton for the use of the Marines. –

The Board having had under Consideration a Letter from Colo George Mason directed to the honble John Page Esq. also a Letter from the said Mason to Messrs Stival & Son Merchants in Dunkirk respecting a Voiage to be made by the Brig *Adventure* at Present lying at Portsmouth loaded with Tobacco under the Command of Capt Sansford are of Opinion that the said Brig Proceed immediately to Dunkirk agreeable to the Orders of Messrs Mason & Dalton. –

Ordered that a Warrant Issue to Capt James Barron for two hundred and forty seven Pounds eighteen shillings and three pence for Disbursements and pay of his Company on Board the Boat *Liberty* from the twenty fifth day of June 1776 to the 25th Septr following. –
Ordered that the keeper of the Public Store deliver unto Capt Lawrence Sanford three pieces of Thick and six pieces of thin Sail Cloth for the use of the Tobacco Brig at present Ordered to Dunkirk –

[1] Navy Board Journal, 80–81, VSL.

JOURNAL OF THE SOUTH CAROLINA GENERAL ASSEMBLY[1]

[Charleston] Wednesday the 16th Day of October. 1776

Resolved That it is the Opinion of this House That the Commissioners of the navy do forthwith furnish and supply Colonel [Christopher] Gadsden with all the assistance of vessels and Hands in their power to Procure to carry on the Public Work he is now about And that a copy of this Resolution be served on the said Commissioners

Message from the Legislative Council by their Clerk

Mr Speaker and Gentlemen

In answer to your message of yesterdays Date desiring to be informed if this House had agreed to the Resolution of your House of the 11th Instant "That the Commissioners of the Treasury as a further Encouragement to the Commander and the marines belonging to the Vessel called the *Revenge* do pay and advance to the said Commander and men out of the amount of the sales of the Cargo taken on board the Transport Brigantine called the *Glasgow Packett* One sixth of the nett amount of sales of said Cargo" we acquaint you that this House upon considering the said Resolution thought proper to reject the same

In the Legislative Council
the 16th Day of October 1776
By Order of the House
Thomas Shubrick Speaker

[1] Salley, ed., *South Carolina General Assembly Journals,* 130, 131–32.

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17 Oct.

DAVID SMITH TO THE MASSACHUSETTS GENERAL COURT [1]

To the Honorable the Council & the Honorable the House of Representatives of the State of Massachusetts Bay

The Petition of David Smith humbly sheweth That your Petitioner has been lately taken in the Schooner called the *three Brothers,* whereof Your Petitioner was Master & part owner, by Capt Fisk, in the *Tyrannicide,* an Armed Sloop in the service of this State, & carried into Dartemouth — half of said Schooner & Cargo have been decreed by the Maritime Court forfeited to this State as Nova Scotia property, whereby Your Petitioner suffers the loss of a Quarter part of said Vessel & Cargo, which, with his private Adventure, being all your Petitioner had to depend on for the support of a large Family with six young Children & an Aged Father & Mother. Your Petitioner prays the Honoble Court would extend the favor that has been granted unto others under similar circumstances, & order that his private adventure be restored to him, & would also pray for the same indulgence to the Sea-men belonging to said Schooner – And Your Petitioner as in duty bound shall ever pray.

John Pitts for and in behalf
of David Smith –

[Endorsed] In Council Octr 17 1776 Read & Comitted to Moses Gill Esqr with such as the Honble House shall join to take the above Petition under Consideration – Sent down for Concurrence

John Avery Dpy Secy

In the House of Represent[ative]s Octr 17, 1776 Read and Concurred and Colo Sartell & Majr Eppes are joined

J Warren Spkr[2]

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1. Mass. Arch., vol. 211, 3,4.
2. *Ibid.*, 2. Smith's petition was approved on November 4, 1776.

Acts and Resolves of the Massachusetts General Court[1]

[Watertown] October 17th 1776.

Application from the Committees of South Hadley representing. That Whereas Lieut John Knight a Prisoner on Parole is destin'd to reside at South Hadley, and the Committee found in his possession a Box containing sundry Surveys of the Coast of Newfoundland, Nova Scotia, New England, including the Harbour of Boston, & Isles &c wch Box of Surveys they took from him, least they might in future prove prejudicial to the Interest of America. And he the said Knight urges that said Surveys may be returned to him again alledging that they are certainly no other than Copies taken from Capt Cook, Mr De Barras, Capt Holland &c published in London – That Genl Washington inspected them at Cambridge, and suffer'd him to retain them, That it cost him much time to copy them, and supposes them to be his own private property –

The Committee upon Consideration judged proper to refer the matter to the consideration of the General Assembly – praying that the Hon: Court would signify their pleasure touching the premises by some early opp[ortunit]y as there is a prospect that said Knight may soon be Exchanged, &c

In Council, Resolved that the Committee of Correspondance Inspection & Safety of the Town of South Hadley be, & hereby are directed to transmit to the Secretary of this State the Box mention'd in said Committee's Letter containing the sundry Surveys therein referred – also any Minutes of surveys that Lieut Knight may be possessed of the said Surveys, & Minutes to be deposited in the Secretary's Office until the further Order of this Court.

[1] Mass. Arch., vol. 36, 34–35.

Independent Chronicle, THURSDAY, OCTOBER 17, 1776

Boston, October 17.

Monday last was sent into Salem, by Captain [Simon] Forrester, a Prize Brig, with a large Quantity of Sea-Coal, and 1600 Pieces of Woolen Cloth. [1]

Same Day, a Prize Schooner was sent into the same Place, laden with Fish, &c. – She was taken by Capt. Carlton [William Carleton], in a Privateer fitted out from Salem.[2]

On Wednesday, last week, was sent into Falmouth, Casco-Bay, a large Prize Ship, with 16 Carriage Guns, and 10 Swivels; her Cargo consists of Beef, Pork, Butter, Pease, Bread, Oatmeal, Flour, 20 Casks and 2 half Ditto Powder, and 207 Casks Nails. Capt. English, the Prize-Master, took two Brigs, with Raisins, Beef, Pork, Butter, and Rice; but was obliged to dismiss one for Want of Hands.[3]

[Advertisement]

By Order Of The Agent. On Thursday, 24th October, At Ten in the Morning, Will be sold by Public Auction,

On Mr. [Tristram] Dalton's Wharf, Newbury-Port, In Time, the Ship *Batchelor,* burthen about 180 Tons; together with her Appurtenances and Cargo, consisting of

260 Hogsheads Muscovado Sugar,	35 Puncheons Rum
20 Hogsheads best clayed Sugar	2 Pipes Madeira Wine,

and 4 Casks Coffee.

The Ship will be put up at XII o'Clock precisely.

John Warden, Auctioneer.

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[1] Brig *Good Intent,* prize of the Massachusetts privateer sloop *Rover.*

[2] Schooner *Dragon* taken by the Massachusetts privateer schooner *General Gates.*

[3] Ship *Nancy* taken by the Massachusetts schooner *Hawke,* Captain John Lee. See also *The Freeman's Journal,* October 12, 1776.

JOSEPH & WILLIAM RUSSELL TO BARNABAS DEANE[1]

Sir Providence Octob: 17. 1776

Your Favour requesting us to procure You an Iron Hearth or Cabose for the Ship of War under Your Care[2] also requesting us to inform You whether You could be supplied with 12 lb Shot and what Price we gave the Riggers for Rigging the *Warren* & *Providence* we received and it has not been in our Power to reply thereto until now by Reason of Mr Mumford (who is the only Person who undertakes Iron Caboses) being at Warwick and his Workmen at Warren & the great Difficulty in obtaining Bar Iron & Iron Plates; the latter must be plated at Pawtucket – Mr Mumford has agreed to make this Cabose at the same Rate he has ever done only being allowed the Difference in the extraordinary Rise of the Material which was the Way the Naval Committee agreed with him for the two for the *Warren* & *Providence:* The *Warren*'s was done first & weigh'd 10½ Cwt for which we paid him 12d per Pound; that for the *Providence* was done next and weighed 19 Cwt and odd for which we paid him 13½d per lb. The Reason of the latter's weighing so much more than the former was because she had Iron Pots & the *Warren* a Copper Cook Kettle; but before Mr Mumford can begin upon Your Cabose You must send Answers to the following Questions Do You propose having a Copper Boiler or Iron Pots? If a Copper then the Blacksmith must have the exact Dimensions of its Length, Breadth & Depth from outside to outside; if Iron Pots it will then be best that they be sent to the Smith at Warren if it can be done as the Cabose may be more certainly made to fit them without Loss of Weight; But if they cannot be sent conveniently, the Diameter over the biggest Part of the Pots & also the Height of them as they stand on a Floor: If the Cabose is to stand under the Forecastle it will then be necessary to know the Height from the Deck to the Carlines of the Forecastle that Room may be left for cleaning the Pots &c.

As soon as Your Answer to the foregoing is received we will immediately forward it to Mr Mumford who has promised that no Time shall be lost: But You must expect the Price will be much more than our last cost us owing to the very great Scarcity and Demand for Iron. Any Quantity would sell for Forty eight Pounds per Ton: It is with great Difficulty any can be got –

The Price we gave our Riggers for working on the Continental Ships was from 5/ to 6/ pr Day; but all Labour of every Kind has greatly advanced here since and we think You had better agree with Your Riggers on the best Terms You can. In Regard to the 12 lb Shot we have advised with our Naval Committee & they think they shall be able to supply You with what You may want – You mention having sent Part of the Spars by Capt   who is arrived & has lost in the Sound two of the largest of them, he says his Cable broke; we know not how it was but think he was not so careful as he ought to have been or that his Cable was rotten & good for Nothing. This is a very unlucky Affair; we hope better Luck will attend those You have to forward – We are [&c.]

(Copy)

Jos & Will^{m} Russell

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1. Barnabas Deane Papers, ConnHS.
2. The *Trumbull.*

Account of Money Disbursed by Commodore Esek Hopkins [1]

[1776]

October 8th Paid Captn Hacker to pay Men belongg to the *Hamden* One hundd & forty Dolls th 10 paid Sundry Men belonging to the *Columbus* on accot Wages – Vizt

John Lowder	One dollar
Thomas Cox	One dollar
William Hamilton	twenty one dolls
John Clark	two dollars
Nine Men – 7 dolls ea –	Sixty three dolls

11 – paid Ezra Winslow A months pay to go onboard the *Alfred* Seven dollars –

10 Joshua Fanning Master of *Columbus* an Order on Dl Tillinghast for Six pounds twelve Shillings Penn Curry ball. of half his Wages – & discharge –

" John Rogers Mate of *Columbus* an Order on ditto for two pounds 8/ penn Curry ball. of Wages – and discharge –

11. James Pearce belongg to the *Fly* or *Hamden* an Order on ditto for twelve pounds 16/1½ Penny Curry ball. of Wages –

" Joseph Hardy Clerk of *Columbus* an Order on ditto for thirty dollars

12 paid Captn Hacker to pay Men belong to *Hamden* One hundd & forty dollars –

" Pearce Donovan *Columbus* an Order on Mr Manly [John Manley] for four dollars –

14. Jonathan Lewis Pilot of the *Alfred* an Order on ditto for a mo pay twenty dollars –

" John Robinson Sloop *Providence* an Order on ditto for Six & 2/3 dollars –

" Elias Carr Gunner of *Alfred* an Order on ditto for fifteen Dollars –

" James Rankin Yeomn ditto an Order on do for nine dollars –

Octr 14 – Mathew Parke Captn Marines *Columbus* an Order on Mr Manley for twenty Six and two third Dollars –

" John E. Kesler Doctor *Columbus* an Order on Mr Manley for twenty four Dollars

" Michael Knies Midshipmn ditto an Order on ditto for twelve Dollars

" Charles Bulkley Midshpn *Alfred*
" Walter Spooner Master ditto
Alexr Nelso[n] Lt Marines ditto
} an Order on ditto for twenty dollars each

" Esek Hopkins junr Midsh. ditto – an Order on ditto for twelve Dollars –

15. Thomas Burns
Edwa Hagan
} Marines belongg to the *Alfred* an Order on do for Six & 2/3 dolls each –

" Edward Belangee
Edward Bowen
} Gr Mates – *Alfred* an Order on ditto for ten & 2/3 dollars each –

" Lawrence Ash – Sloop *Fly* – an Order on D. Tillinghast for four pounds 7/5 PC. ball. Accot

" Order on Mr Manley to pay Men who have Enter'd onboard the *Alfred* One hundred and forty dollars –

" paid John Nowell belongg to the *Columbus* – two dollars –

15. Joseph Lanahan belong. to *Columbus* an Order on Manley for Eight dollars –

16. Samuel Tiley Carpr of *Alfred* – an Order on ditto for fifteen Dollars –

" John Scott – Surgeons Mate *Columbus* an Order on ditto for thirteen & 2/3 dollars –

17. Martin Ingle Marine ditto an Order on D. Tillinghast for four Pounds 9/4 P Curry ball. of his Wages –

" David Norton an Order on Mr Manley for Piloting Ship *Lowther* Prize taken by Captn [Elisha] Hinman –

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1. Hopkins Papers, RIHS.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS[1]

Providence Sloop of War at Newport
Rhode Island 17th Octr 1776

Honoured Sir

I wrote to you at Sea 4th Ulto by the Brigtine *Sea Nymph* my Second Prize. I have taken Sixteen Sail — Manned and Sent in Eight Prizes and sunk, burnt, or destroyed the rest. —
The list of Prizes is as follows.

1	The	Brigantine *Britannia,*	A Whaler –	Manned & sent in
2	"	Brigtine *Sea Nymph,*	West India-Man	
3	"	Brigtine *Favourite,* –	Do	
4	"	Ship *Alexander,*	Jersey Newfoundland-man	
5	"	Brigtine *Success,* –	Do	
6	"	Brigtine *Kingston Packet,* –	Jamaica do	
7	"	Brigtine *Defiance,*	Jersey do –	
8	"	Sloop *Portland,* –	Whaler.	
1	"	Ship *Adventure* –	of Jersey	Burnt or otherwise Destroyed.
2	"	Brigtine *Freindship* –	Do	
3	"	Schooner *John* –	London	
4	"	Schooner *Betsey* –	Jersey	
5	"	Schooner *Betsey* –	Hallifax	
6	"	Schooner *Sea Flower* –	Canso	
7	"	Schooner *Ebenezer* –	Do	
8	"	Schooner *Hope* –	Jersey	

I have written from time to time to the Marine Board and furnished them with Particular Accounts of all my Poceeedings [*sic*] and I now send Copies of my former letters. — I arrived here 7th Currt — I would not have lost a day without writing to you and to the Board — had not the Commodore Proposed to me to Take Command of an Expidition — with the *Alfred, Providence* and *Hamden* to Destroy the Fishery of Newfoundland — but Principally to relieve an Hundred of our fellow Citizens who are detained as Prisoners and Slaves in the Coal Pits of Cape Briton — All my humanity was Awakened and called up to Action by this Laudable Proposal and I have been successfully Employed in refitting and getting the *Providence* in readiness — but am Under the greatest Apprehension that the Expidition will fall to nothing as the *Alfred* is greatly Short of Men. — I found her with only about thirty men and we have with much Adoe enlisted Thirty more — but it seems Privateers entice them Away as fast as they receive their Months Pay.

– It is to the last degree distressing to Contemplate the State and Establishment of our Navy. — The common Class of mankind are Actuated by no nobler principle than that of Self Intrest — this and this Only determins all Adventurers in Privateers; the Owners as well as those whom they Employ. And While this is the Case Unless the Private Emolument of individuals in our Navy is made Superiour to that in Privateers it never can become respectable — it never will become formadable. – And without a Respectable Navy — Alas America! — In the Present Critical situation of Affairs human Wisdom can Suggest no more than one infallable expedient. — Enlist the Seamen during Pleasure and give them all the Prizes — What is the Paltry emolument of two thirds of Prizes to the Finances of this Vast Continent! – If so poor a Resourse is essential to its Independency, in sober sadness we are involved in a Woeful Predicament, and our ruin is fast Approching —

– the Situation of America is new in the Annals of Mankind — her Affairs Cry haste — and Speed must Answer them —Triffles therefore ought to be wholly disregarded as being in the Old Vulgar Proverb "Penny Wise and Pound Foolish" — Your Enemies, with the best established and most formadable Navy in the Universe, have found it expedient to Assign all Prizes to the Captors — how much more is such Policy essential to our infant Fleet, but I need Use no Arguments to convince you of the necessity of making the Emoluments of our Navy equal if not Superiour to theirs. — we have had Proof that a Navy may be Officered almost on Any terms — but we are not so sure that those Officers are equal to their Commissions — nor will The Congress ever Obtain such certainty Untill they in their Wisdom See Proper to Appoint a Board of Admiralty compitent to determin impartially the respective Merits and Abilities of their Officers and to Superintend regulate & Pointout all the Motions & Operations of the Navy. —

Govr [Stephen] Hopkins tells me that he Apprehends I am Appointed to the *Andrew Doria* — She is a good Cruizer and would in my Judgement Answer much better were She mounted with 12 six-pounders than as she is at Present with 14 fours. — An expidition of Importance may be effected this Winter — on the Coast of Africa — with part of the Original Fleet — either the *Alfred* or *Columbus,* with the *A. Doria* and *Providence* would I am persuaded carry all before them and give a Blow to the English African

Trade which would not soon be recovered by not leaving them a Mast Standing on that Coast. – this Expidition would be Attended with no great Expence besides the Ship and Vessels mentioned are Unfit for Service on a Winter Coast – which is not the Case with the New Frigates – the Small Squadron for this Service ought to Sail early that the Prizes may reach our Ports in march or April. – If I do not succeed in manning the *Alfred* so as to proceed to the Eastward in course of this week the season will be lost – the Coal Fleet will be gone to Hallifax and the Fishermen to Europe. – I will not however remain inactive but Proceed to Cruise in the Sloop near Sandy-Hook. – Three of my Prizes have Arrived here and one or two more to the Eastward. I am &c.

1. Papers of John Paul Jones, 6495–6496, LC.

COMMODORE ESEK HOPKINS TO DANIEL TILLINGHAST[1]

Sr/ Newport Octor 17. 1776

The Barer is a Lady on Bord the *Cabits* Prize *Lowther*[2] Should be glad you will take Care to Provide hur Such Logings as are Sutable to hur and See that Shee is treated Every other ways as a womon of Caractor and you will oblige yous at Command

E H

To Daniel Tillinghast Esqr
Aguent for the Contentell fleet

1. Hopkins Papers, RIHS.
2. Mrs. Mary Briggs, who addressed an undated note to "Admiral Hopkins" which reads:

> Mrs. Briggs Presents her most respectful Compliments to Admiral Hopkins, returns him her best thanks for his Polite Offer of providing her a Lodging – but being a little Indisposed; and Captn Hamilton proposing to sail with the first fair wind thinks it best to go up with him, as he has behaved in the kindest maner. Mrs. Briggs will be much Oblig'd to Admiral Hopkins if he will take the trouble of writing a line with her to Providence – Thursday afternoon.

Ibid.

JOHN MANLEY IN ACCOUNT WITH THE PRIZE SHIP *Alexander*[1]

Newport Octobr 17. 1776

Recd from Bedford out of the Ship *Alexander* Taken by Capt [John Paul] Jones & ship'd from thence by Ephraim Spooner & Wm Watson Agents

dld to fleet 4 quoils Cordage 4c weight a 120/	24..–..–
1 Sale to Brig 2 Sales Value £ 6 and £ 13	19..–..–
Expences pd bringing round	8..–
	£ 43..8..–

4 bolts to *Warren*	Recd out of the Ship *Alfred*
3 to *providence*	8 boults of Duck
1 to Mandley	Carting of Do
8	

1. John Manley's Account Book, NHS. This John Manley was Deputy Continental Agent at Newport, and is not to be confused with Captain John Manley of the Continental Navy.

ORDER OF SUBCOMMITTEE OF NEW LONDON AND GROTON [1]

New-London, 17th, Oct. 1776.

Whereas the frequent passing of Vessels, Boats, and other Water Craft, between this and the Neighbouring States and Towns, may serve the Purpose of conveying Persons Inimical, and Intelligence and Effects Detrimental, to the United States of America, unless Care is taken to prevent it.

For which Purpose, the several Committees of Correspondence and Inspection, for the Towns of New-London, and Groton have directed, that no Owner, or Master of any Vessel, Boat, or other Water Craft, shall convey any Persons, Effects, Letters or Intelligence, to any other State, or to any other Town in this State, without first applying to, and receiving a Permit from two or more of us the Subscribers, a Sub-Committee appointed for that Purpose, of which this Notice is given, by Order of said Committees, that all concerned, may take Notice thereof, and conform thereto, as on failure, they will be treated as Persons inimical to the United States of America.

Nathaniel Shaw, jun.
Marvin West,
Robinson Munford,
Thomas Harris,
Griswold Avery,
William Ledyard,
Thomas Munford,
Daniel Avery,
Joseph Parker.
Committee.

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[1] *Connecticut Gazette,* October 18, 1776.

LIBEL IN CONNECTICUT ADMIRALTY COURT AGAINST PRIZE SHIP *John* AND CARGO [1]

State of Connecticut, ss.

New-London County, Oct. 17, 1776.

A Libel is filed in the County Court for the County of New-London, against the Ship *John,* and her Cargo with all her Boats, Sails, Rigging and Appurtenances, James Dunbar, Master, the Property of the Subjects of the King of Great Britain, and not Inhabitants of Bermudas nor the Bahama Islands, being taken on the high Seas by the armed Brig *Defence,* belonging to the State of Connecticut, manned and set forth by said State and commanded by Seth Harding, Esq; and by him brought into the County of New-London, for Trial, praying for condemnation of the same as lawful Prize, to be disposed of for the Benefit of said State and Captors as the Law directs. This is therefore to give publick Notice to all Persons having any Claim or Demand on said Ship *John,* of her Appurtenances, or on the Cargo taken on Board, or any part thereof, that said County Court will sit in Norwich in the County of New-London, on the 7th Day of November next for the Trial of said Capture, when and where it is expected that all Persons having any lawful Claim or Demand on said Ship, &c. will appear and make the same good, or be forever debarred. Per Order.

Wint. Saltonstall, Register.[2]

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1. *Connecticut Gazette,* October 18, 1776.
2. Other libels carried in this newspaper issue included another of Harding's prizes, the ship *Sally.*

Major General Philip Schuyler to Colonel Elias Dayton [1]

Dear Colonel Saratoga Octr 17th 1776

Our Fleet has been engaged with the Enemy and they have obliged us to quit the Lake with the Loss of the greater part of our Vessels – The Militia is ordered up to support the Communication: but the Tardiness of their Motions gives me great and just Cause to apprehend that the Enemy will interrupt our Supplies – It is therefore of the greatest Moment that you march with all Dispatch to Fort George and only to bring on your Tents.[2] I am Dear Sir [&c.]

Ph: Schuyler.

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1. Schuyler Papers, Letters & Orders, 18 April, 1776 – 28 June, 1777, NYPL.
2. Dayton's regiment was stationed at Fort Schuyler, protecting the settlers in the Mohawk Valley.

"Extract of a letter from a Gentleman at Albany, dated October 17, 1776."[1]

You doubtless have heard of the engagement between our fleet on the Lake, and the enemy, on the 11th instant. Our advice left them the 12th, our fleet then at anchor near Schuyler's Island, in a Battered and leaky condition; the enemy just appearing in sight, beating up with a light southerly breeze. Events since have been very unfavourable: Our fleet made but little tarry at anchor, only to stop their leaks &c. and proceeded with all the dispatch their condition would admit of, towards Crown Point. A favourable northerly gale assisted the enemy to run up with the fleet when a second engagement commenced, which lasted five glasses, most of the time in musket shot, very warm and sharp, in which our men conducted with inimitable spirit and bravery, but were obliged to submit to superior strength. In this affair our fleet is almost totally ruined; only one galley escaped, with sloop *Enterprise,* and two small schooners, and one gondola. – the rest all taken, burnt and destroyed. General Arnold fought as long as possible in the galley *Congress,* when he was obliged to run her ashore, burn her, and escape by land to Tyconderoga, having lost 20 of his men. General Waterbury in the *Washington* Galley, fought till he was so shattered that the galley was sinking under him, and was obliged to strike; this is the only vessel that the enemy possessed themselves of. Col. Wigglesworth, in the *Trumbull* galley is arrived at Ticonderoga. – In both engagements we have lost a large schooner – three galleys burnt and taken, 8 gondola's burnt also; – have remaining a sloop 12 guns, 6 schooners, 8 guns each, 2 galleys 1 gondola.

The enemy's fleet is amazing – one ship 18 twelve pounders, 1 schooner, 14 six pounders, 1 ditto, 12 ditto, 3 large radeaux 6 twenty four pounders – 12 twelve pounders – 4 eight inch howitzers, all brass; 28 gondola's, 1 gun each, twelve, eighteen and twenty-four pounders, 1 eight inch howitzer; our people are all [returned] to Ticonderoga, where they may very soon expect an attack.

1. *Connecticut Courant,* October 21, 1776.

Joseph Williams to William Coit, Norwalk Merchant [1]

[Extract] Camp Nigh Kingsbridge Octr 17th 1776 –

. . . we Expect a general battle here within a few days, As the Enemy have been Landing on frogs Point Ever Since Last Saturday from Long Island, & from the s[h]ipping which came through hell gate on Sunday, Supposed to be About 40 Sail, Part of which has Since returnd — on Monday a Number of boats with cannon & other warlike Stores, on board, were Lost in hell gate — tis supposed the Enemy's Plan is to Strike Across from the Sound, to the North river, & Shut our Army in — they have Advanced up frogs [Throg] Neck About 3 miles from where they first Landed, toward Eastchester — this frogs Neck is An Island at high water, & at Low water they can Cross the marsh in Severall Places — it is about five Miles from the Point where they Landd to Eastchester, where tis Supposed they will come across on to the Main, & it is Eight Miles from Eastchester to the North river, where tis Supposed they Mean to strike Across, & it is about 6 miles from Eastchester to the Bridge – Since they began to Land there, Our troops have been continually marching out, toward the Enemy, 3 Brigades under Command of the Honle Majr Genl [Charles] Lee, 3 under, Majr Genl [John] Sullivan, 3 under command of Majr Genl [William] Heath, & 3 under Genl [Joseph] Spencer, have Already came this Side the bridge, Exclusive of twelve regiments of New draughted men from the Massachusets, & Genl Saltanstalls [Gurdon Saltonstall] brigade of Militia from Connecticut – Genl Lee says we Shall work them if they came out; As the Land is very uneven & commodeous for forts, which our People Are very buisy in building — by Severall deserters we Learnd, that the Enemy have about 16000 men, on frogs Neck, & that Genl Howe, is on their himself, & is determined to carry his Point I believe it will be the greatest battle that has been yet, & tis most Likely a desisive one for this Season. . . .

1. Trumbull Papers, YUL.

Diary of Frederick Mackenzie [1]

[New York] 17th Octr – The Recruits lately arrived for those Regiments which are with the Army under General Howe, went through Hellgate this morning in Flatboats.

The ships with the Hessians cannot go through for want of a proper wind. Several ships with Horses and Waggons are detained for the same reason.

The *Senegal* Sloop of War got through this Morning with much difficulty; she touched the Shore several times, but at last effected the passage with much labor and danger.

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1. *Mackenzie's Diary,* I, 81.

CONTINENTAL MARINE COMMITTEE TO JOHN LANGDON[1]

In Marine Committee

Sir Philadelphia October 17th 1776

Capt John Roche having laid his plan before Congress they have referred the same to this Committee with power to carry it into Execution, and as we are of opinion the publick Service of America will be promoted by it We hereby authorize and require you to have built with the utmost Expedition a Brigantine calculated for a Vessell of War a fast Sailer and of strong Construction to carry Eighteen Six Pounders and about 120 Men [2] as both Capt Roche and you are well acquainted with Warlike Vessells we think it best to leave the dimensions to be fixed by you with the advice of the Carpenters &ca We Expect this business will be conducted on the best terms for the Publick Interest and that you will not lose one Moments time untill compleated. You will take proper Measures for procuring Guns and all other Stores necessary and Capt Roche will attend and assist in this Business, inform us from time to time what occurs as necessary for us to be acquainted with in this business and in proper Season we shall direct further what is to be done, You are to pay for this Vessell out of the Continental Share of Prize Money in your Hands — We are Sir [&c.]

John Hancock
Rob^{t} Morris
Geo Walton
Fra^{s} Hopkinson
W^{m} Ellery
Sam^{el} Huntington
Richard Henry Lee
Will Hooper

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1. USNAM.
2. The Continental sloop of war *Ranger.*

CONTINENTAL MARINE COMMITTEE TO CAPTAIN ISAIAH ROBINSON [1]

Sir [Philadelphia] October 17th 1776

The Honorable the Congress having ordered that you should make avoyage under direction of the Secret Committee therefore you will receive their Instructions and comply with them — Those fulfilled you must give us notice that we may again direct your further proceedings, and during your present voyage we expect you will transmit us any useful or important intelligence that comes to your knowledge — that you take good care of the *Andrea Doria,* her Stores provisions and materials that you maintain proper discipline amongst your officers & men at the same time useing them well. We dare say you will treat all such as become your prisoners with tenderness and humanity and on your return lodge Coppies of your log book & Journal in this office. We are sir [&c.]

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1. Marine Committee Letter Book, 34, NA.

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE BRIGANTINE *Andrew Doria* [1]

[Philadelphia, October 17, 1776][2]

The Brigte *Andrew Doria* Isaiah Robinson Commander

To the Commissioners of Naval Stores Dr.

— For his First Cruise —

1776 –			c qrs lb			
September	24	To	1 Pair of Swifters wt 1..3..26	@ 90/		£ 8.18..4
October	7	"	Cash paid for days Labour		2..0..0	
	"		" " for a suit of Colours		6.10..–	
			" " for sawing & splitting 3 Cords wood		1..7..–	
			" " for 40 Barrels Bread		39..8..4	
			" " for days labour P Capt Locktons Bill		3..6..3	52.11..7
	12	"	2 Iron Musquettoons	@		
	"	"	Cash paid for 150 Cutlasses & for 100 Poleaxes			105..0..0
	17	"	40 Hammocks			
	21	"	Cash paid William Shute for 1 Box Candles		3..8..0	
		"	" " Benja Condys Bill 32/ & William Rigdens Bill 20/9		2.12..9	
		"	" " Levi Budd for Boards		4..5..0	
		"	" " James Allenby Cooper's Bill		2..2..6	12..8..3
	23	"	46 yds French Canvass E @ pr yd & 20 Hammocks			
	28	"	Cash paid Mrs Richardson for mending a Jack & for days Labour			1..4..0
	31	"	2 Harness Tubs @ 25/			2.10..–
November	6	"	Cash paid Philip Halls Bill			47..9..2
	9	"	do " James Fultons Bill			1..8..8
	23	"	" " Anthony Morris Brewers Bill			11..2..–

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE BRIGANTINE *Andrew Doria* Continued

[1777]

January	4 “	“ “ John Elmslie's Bill		12..–
	18 “	“ “ Arthur Donaldsons Bill	1..3..5½	
	“	“ “ Joshua & Caleb Ash for fresh Beef	16..3..4	17..6..9½
February	7 “	Sundry Ship Chandlery P Chandlery Book	93.12..2½	
	“	Sundry Cordage p Book of Issues	161.16..9	255..8.11½
	10 “	Cash paid Samuel Robbin's Bill		6..1.10
March	17 “	“ “ for sawing 2 Cords of Wood		1..–..–
	22 “	“ “ for Hydes		2..5..–
April	28 “	“ “ for 2 Rigging Hydes		4.10..–
May	10 “	“ “ Abraham Masons Bill	3..–..–	
	“	“ “ James Allenby Coopers Bill & for a Coopers Inshave	1.19.11	
	“	“ “ Wm Perkins Blacksmiths Bill	8..–..–½	
	“	“ “ Hercules Courtenay's Bill	12..5..–	25..4.11½
	7	32 yds french Canvass equal to No 7 English		

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1. Woodhouse Collection, Box 5, HSP.
2. The approximated date used is that of the Marine Committee order to Captain Isaiah Robinson. See preceding entry.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY [1]

In Council of Safety,

[Philadelphia] October 17th, 1776.

Mr. Nesbitt to pay Little & Owner £ 9 7 0, for making Ammunition Chest for Five Guard Boats.

Mr. Nesbitt to pay George Graham £ 3 3 0, for Wharfage of the Armed Boat *Convention.*

Resolved, That no persons be permitted to view the Fortification or go on Shore at Fort Island, unless they are employed in our Service, or have permission from the Committee for Fort Island or this Board.

A letter was wrote to Commodore Seymour, directing him not to Suffer any person (but such as are employed in the Service of this State) to Sound the Channell through the Chevaux de Frize, or take any measures to gain information of our Works of Defence, & if any such should be discovered, to apprehend them & inform this board thereof.

3 o'Clock, afternoon

Resolved, That Jonathan Cowpland be appointed Captain of a Guard Boat in the Service of this State.

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[1] *Pennsylvania Colonial Records,* X, 758, 759.

MARYLAND COUNCIL OF SAFETY TO GEORGE WELLS [1]

Sir,

We send you by Mr [John] Barry the £ 400, you desire may be transmitted by him, and will write you fully about the Masts, Sails, Rigging, and Cordage, also the weight of Metal of the gallies as soon as we see Mr Stewart [Stephen Steward], who has proper Drafts of those vessels &c, and has engaged the necessary Cordage. We are &c:

[Annapolis] Octr 17th 1776

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[1] Council of Safety Letter Book, No. 2, Md. Arch.

STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY [1]

Gentel Men/ [Wood Yard] october the 17 1776

This will be handed to you by Mr John David he I think is a verey fiting Man for first Leftenent of one of the galleys he is a brisk active Man he likewise Saild along time In one of the french galleys If you shuld think well of giving him a Comition he may be Recruting till the galley is Redey to shipp which will be In a few Days – I am gentell men [&c.]

Stephen Steward

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[1] Red Book, XI, Md. Arch.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY [1]

[Williamsburg] Thursday October 17th 1776

Ordered that the Boat with all her Tackle and Furniture that was taken at Gwynns Island by some of the Provincial Officers from Thomas Ohanow be redelivered to the said Owner he having been tried by the Court of Commissioners for Gloucester County on suspicion of being inimical to the Rights and Liberties of America but acquited by the said Court.

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[1] McIlwaine, ed., *Journals of the Virginia Council*, I, 201.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Thursday 17th October 1776. –

Ordered that a Warrant Issue to William Brokenberry for the use of Archibald Ritchie for four pounds sixteen shillings and nine Pence for necessaries furnished Capt Robert Tompkins for the use of the *Henry* Galley. – Also for Thirteen pounds nineteen shillings and three pence for the use of Doctr John Brokenberry for Medicine furnished Capt Gabriel Jones's Company of Marines. – Also for Ten pounds thirteen shillings and six pence for the use of the said Doctr John Brokenberry for Attendance & Medicine furnished Capt Alexander Dicks Company of Marines.

Ordered that a Warrant Issue to Colo Benjamin Harrison for Thirty five Pounds for two Cannon and a Quantity of Shot furnished Capt [James] Cocke of the Brig *Raleigh*. –

Ordered that the keeper of the Public Store deliver unto Capt Cocke five hundred eight Penny nails five hundred ten penny Nails three handsaw files eight Bolts of light Canvas eight pounds of Twine, one Dozen Sail needles, one Dozen Shirts or Stripes or Chex to make them and one Dozn pr of Shoes for the use of the Brig *Raleigh*. –

Ordered that Colo William Finnie deliver unto Capt Cocke twenty Waistcoats for the Men on Board the Brig *Raleigh* –

Pursuant to a Resolution of Convention – It is Ordered that Capt James Cocke Enlist any four of the Seamen that were lately taken prisoners on Board the Ship *Oxford* provided they are willing to Engage in the service – Ordered that Mr James Hunter deliver unto Colo Southy Simpson or Order three Ton of Iron for the Purpose of Building the two Gallies on the Eastern Shore. –

Ordered that the two Gallies now Building on the Eastern Shore under the direction of Colo Southy Simpson be five feet & a half from the Top of the Ceiling to the lower part of the Beam –

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[1] Navy Board Journal, 82–84, VSL.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD [1]

Navy Board [Charleston] Thursday 17th October 1776.

The Board met according to Adjournment

Present

Edward Blake Esq: First Commissioner
Thomas Savage, Thomas Corbett
Geo: Abbott Hall Josiah Smith
George Smith, Roger Smith } Esqrs:

Read the Minutes of last Meeting

The following Letter was agreed to be sent to Mr. Anthony Bonneau, at George Town

Navy Office Charlestown, October 17, 1776.

Mr. Anthony Bonneau

Sir Capt. Seymour having represented to the Commissioners of the Navy, the Necessity of having a proper person at Georgetown to furnish Provisions &ca. for the armed Schooner *Rattlesnake* stationed there, they will be glad if it should suit your Convenience, to transact that business; and in order that you may be acquainted with the Nature of it, you will find enclosed an indent of such provisions as the Seamen in the Navy are allowed daily; also a form of a Return to be made & signed by the Purser monthly, when your accounts ought to be made out and transmitted to this Board, for the amount of which they will pay your order, upon the account being separately certified by the Purser and yourself. Captain Seymour is to send to you for provisions as they are wanted; for which purpose the Board recommend that you buy a good canoe and oars for the schooner, to be used only as a harbour boat; and whenever she may be ordered to sea, the canoe to be left in your or some other person's custody, to be taken care of until her return. The Commissioners will be glad to know on what terms you will transact the above business, to which they will give you an immediate answer.

By order of the Board:
Edward Blake, First Commissioner.

The following Letter was wrote to Captain John Copithorn:

Captain John Copithorn:

Sir: The Commissioners of the Navy request that you do immediately make use of your utmost endeavours to procure as many Schooners as you can hire for the service of the publick, & inform me as soon as possible of your success I am Sir [&c.]

Edward Blake, first Commissioner

The following Letter was wrote to Alexander Horn

Navy Board Chas. town 17th Octor. 1776

Mr. Alexander Horn

You are hereby required to hire a sufficient number of Negroes to cleanse the entrance at the Flood Gate, of the stones & rubbish now lying there, in Order to make it convenient to receive the Boats belonging to the Public, & you are likewise required to have them moved immediately there, as the place is made convenient, & where, after being at any time employ'd they are to be put until a more convenient place for their reception is fixed upon You are also to take particular care that all the Boats are kep't in good order & constantly supplyed with Oars, Rudders, & Tillers.

By order of the Board:
Edward Blake, first Commissioner

The following Letter was wrote to Edward Darrell Esqr.

Edward Darrell Esqr,

Sir The Commissioners of the Navy Board require that you will, with all possible dispatch, Furnish Capt. Edwd. Allen of the brigantine *Comet,* and Captain Thos. Pickering of the Brigt. *Defence,* with all such stores as are necessary to complete said Vessels for Sea I am [&c.]

Edward Blake first Commissioner

October 17, 1776.

The following Letter was wrote to Captain Stephen Seymour:

Navy Board, Charles Town 17th Octobr 1776

Captain Stephen Seymour

Sir An Act having passed the General Assembly the 9th April Last, For the more effectual prevention of the Desertion of the Soldiers & Sailors in the service of this state, The Commissioners of the Navy now Furnish you, with some Copies of the same, for your guide, at the station where your Vessell is, & you are hereby required to give your utmost assistance, for the apprehending, securing & sending to their respective Vessells, or Regiments, such Deserters as may be taken at or about George Town, & that you Furnish the Keeper of the George Town Ferry, with one Of the Acts, that he may be assisting therein, Also that you desire the attention of the Majistrates & others to the same, – The Commissioners have wrote a Letter to Mr. Bonneau, desireing him to furnish you with the necessary Provissions for the *Rattle Snake,* and in Order that there may be proper regulations observed, Mr. Bonneau is desired to purchase a

Canoe, for the purpose of carrying the provissions, which you are to send for as often as they are wanted, The Daily allowance of which for each man is inclosed with a Form for your purser or other Officer appointed for that purpose, who is to give an Accot. to the Commissioners what time the provissions are wanted, when they are to be punctually sent for; & your self, your Purser, or person appointed for the purpose, are to make a Monthly Return upon Oath, of the provissions, which shall be received, & the Expenditure thereof, which you are to Transmit to us, that the Commissary's Accots. may be Examin'd –

You will also direct your Boatswain, Carpenter & Gunner, to make a quarterly return of their Stores to you, which you are to sign & forward to this Board

By Order of the Board
Edward Blake – first Commissioner

The following Letter was wrote to Capt Edward Allen

Capt. Edward Allen

Sir The Commissioners of the Navy have thought fit to appoint, Nathaniel Havens to be Purser of the Brigt. *Comet,* & desire that you will receive him to Act in that station, & put all such stores as are now on board belonging to his Department into his Charge –

Octr. 17th. 1776 Edward Blake first Commissioner

The following Advertisement was Ordered to be given to Mr. Samuel Prioleau Junr –

To be sold at Auction on Thursday the 24th Instant, before the Exchange, Two Schooners One Lying at Colo [Christopher] Gadsdens wharf, the other in the Marsh near thereto, with their furniture and Tackle as they now Lye – By Order of the Commissioners of the Navy

Octor. 17th. 1776 – Samuel Prioleau Junr & Co –

1. Salley, ed., *South Carolina Navy Board,* 8–10.

South-Carolina and American General Gazette, WEDNESDAY, OCTOBER 9 TO THURSDAY, OCTOBER 17, 1776

Charlestown, October 17.

We are well informed, that the Men of War have left North Carolina, and gone to New York. Previous to their Departure, they burnt the *Cruizer,* being unfit for Service, and several Prize Vessels. It is more than probable, that there is not at present one British Ship of War on any Part of the American Coast between Pennsylvania and East Florida.

18 Oct.

Petition of the Newburyport Committee of Correspondence, Inspection and Safety to the Massachusetts General Court [1]

To the Honble the Council And House of Representatives of the State of the Massachusetts Bay
The Memorial of the Committee of Correspondence, Inspection and Safety, for, the Town of Newbury port,
Humbly Sheweth,

That there are now in this Town, a Number of the Subjects of the King of Great Britain, who were Taken & Sent into this port in Vessels, Either Employ'd in his Immediate Service, or by the Inhabitants of his Dominions, As at present We have no Authority to Restrain those People, they have been down to our Fort, Viewed the Entrance And Every other part of our Harbour, and Daily Visiting our Wharfs Frigates and Armed Vessels, now Laying here; By Indulging them in these Libertys, We Concieve they will be able, When they Return to England, to Give our Enemy, Some Interesting Intelligence, – We Would further Represent to your Honrs that by their taking Lodgings in Different parts of the Town, they have Contracted an Acquaintance with many of the Inhabitants, to whom they Represent Our Situation, in the Darkest Colours, and the Enemy we are now Contending with as Invincible, We therefore Beg your Honrs would Order, that those who are not Willing to Enter on Board the Continental Frigates, or Privateers, may be Removed to Some Inland Town, till they are Exchanged or otherwise Released.

In Behalf & pr Order of the Committee
Newbury port 18th October 1776 Jacob Boardman Chairman. P.T
[Endorsements]
In Council Octr 25, 1776.
Read & Ordered that Danl Hopkins Esqr with such as may be joined by the Hon House be a Committee to take the above Memorial into consideration, and to consider the matter at Large.

Sent down for concurrence
John Avery Dpy Secy
In the house of Representa[tives] Octr 25 1776
Read and Concurred and Mr Murray and Mr Cooper are joined
J Warren Spkr
Colo Orne is added to the Comte

[1] Mass. Arch., vol. 211, 40.

Commodore Esek Hopkins to Captain John Paul Jones [1]

Sir Newport October 18th 1776 –

The Owners of Captn [Joseph] Dennis's Sloop have deliver'd two of the Men which Sign'd their Articles, and have given sufficient Security that they will not carry away any of the Men belonging to the Fleet – If you find any Men onboard that do belong to the Fleet take them out and then discharge the Sloop, as there are some of the Owners[2] that are Men of honour & will not do any such thing it will be hard that they should Suffer for one Man who has behaved out of Character – So that upon the whole think it best to let the Sloop and her people go — I am Your Friend &c.

E H –

To John P. Jones Esqr Commr of the *Providence*
or
Hoysteed Hacker Esqr Commr of the *Hamden* —

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1. Hopkins Letter Book, RIHS.
2. The owners of Captain Dennis's Massachusetts privateer sloop *Fair Lady* were listed in the bond as Nathaniel Farley, Jacob Treadwell and others, all of Ipswich. Mass. Arch., vol. 5, 286.

Connecticut Gazette, FRIDAY, OCTOBER 18, 1776

New-London, October 18.

The *Montgomery* Privateer, belonging to Providence, has taken and sent into this Port, a Schooner from Cape Nichola Mole, bound to Halifax, having on board 9000 Gallons of Molasses and 6000 Wt. of Sugar. The Privateer had been out but 24 Hours when she took this Vessel.

We hear that the Continental Brig *Cabot,* Capt. Elisha Hinman, has taken seven Prizes, one of which, a Ship, is arrived at Rhode-Island.

COLONEL JOSEPH REED TO GOVERNOR JONATHAN TRUMBULL [1]

Sir

The very critical state of our Army and frequent movements of the Enemy render it almost impossible for the General to write himself without neglecting more important duties. He therefore directs me to answer your letter of the 14th and to say that the Captains of the Galleys from your State have misbehaved invariably from the first moment they came to the time of their departure from hence about a week ago — That the accumulation of business and a hope that they would retrieve their reputation prevented your having an earlier information of their behaviour. They are now under the sentence of a Court Martial for misbehaviour in the first attack made on the Ships in the North River, and on every other occasion since have manifested such want of Spirit and Judgment as to be despised by the whole Army. In the late affair Capt [John] McCleave must be excepted from the general censure, as he managed with prudence and propriety — But Capt [Jehiel] Tinker, [2] with the wind at South and on the Tide of Flood when the Ships could move, left his vessel, though stationed as a guard, to go up to Kingbridge after some cloaths as he pretended. The consequence was, that in the hurry and confusion & long before they were in danger they left the Galley aground, tho' they might have burnt or bilged her — The Enemy took possession of her in half an hour; and, she with the other left under the like circumstances will probably prove the most formidable Force they can have to oppose us on the River – There was a place of safety provided for the other Galleys which they might have got into as well as McCleave, but they passed it in their hurry – I am Sir by his Excellency's Command [&c.]

Joseph Reed Adjt Genl

Head Quarters Octor 18th 1776

Agreeable to your request the Genl has dismissed Capt McCleave and his Crew. The other is up the River –

1. Trumbull Papers, XXIX, Letter Book IV, 368–69, ConnSL.
2. McCleave and Tinker commanded the Connecticut galleys *Whiting* and *Crane*.

CAPTAIN ANTHONY HUNT, R.N., TO VICE ADMIRAL RICHARD LORD HOWE [1]

Copy

My Lord, I beg Leave to acquaint You that in Consequence of your Lordship's Directions signified to me of the 1st of September last; and finding His Majesty's Sloop *Cruizer* to be in a worse Condition than represented by the several Surveys held on her; (as will appear by Captain [Francis] Parry's Report of the 27th September here inclosed) I gave the necessary Directions for her Stores, Ammunition and Furniture remaining on board, to be taken out and put on board the *Active, Falcon* and *Scorpion;* the Officers Company to be accomodated on board the said Ships, and the Sloop to be hauled on Shore & burnt, which was accordingly done on the 2d instant. Captain Parry will lay before Your Lordship, an Account of the distribution of her Stores, Ammunition, &c. and the Accomodation of her Officers and Company for a Passage to this Port. I am, with great Deference, My Lord [&c.]

Anth^y Hunt

Active, off New York, Octr 18th 1776.

1. PRO, Admiralty 1/487.

JOURNAL OF AMBROSE SERLE[1]

[On board H. M. S. *Eagle,* New York]
Friday 18th. October.

Early this Morning the great Fleet, with the second Division of the Hessians, Waldeckers, & British Recruits on board, appeared in the offing: about Noon, five or six Transports came up to the Town, the rest not being able to pass by the Hook through the contrary Wind. The *Active* Frigate of 28 Guns, Capt. [Anthony] Hunt, and the *Cruizer* Sloop of 8, also came into Harbor from the Southward. [2] The Intelligence of this Fleet arriving was good news indeed, and especially as a North West Wind has been expected almost every Day, which might have blown them so far off the Coast, as to have prevented their reaching it again all the Winter. It began to blow very fresh to-day. The Fleet had no sooner come under Land, but the Wind changed from S.E. wch was favorable to the N.W. and came on very strong.

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1. Tatum, ed., *Serle's Journal*, 125.
2. This statement is in error regarding the *Cruizer* which, being no longer seaworthy, was dismantled and destroyed.

Diary of Frederick Mackenzie [1]

[New York] 18th Octr – The *Rose* of 20 Guns went through Hellgate this Morning without any difficulty, having a fine wind, & favorable tide. The transports with the Hessian brigade, from Staten Island, which have waited so long for a favorable opportunity, went through without any accident, and proceeded to join the Army.

A Signal this morning at Staten Island for a fleet, supposed to be that with the Hessians. In the Evening 7 ships came up to New York, in one of which arrived Major Donkin of The Welch Fusileers, who confirms the account of its being the fleet so long looked for, with about 7000 troops; out 14 weeks, & all arrived safe, under Convoy of The *Diamond, Ambuscade,* and another Frigate.

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1. *Mackenzie's Diary*, I, 82.

Continental Marine Committee to Captain James Robinson, Continental Sloop *Sachem* [1]

Sir [Philadelphia] October 18th 1776

The honorable Congress having directed that you should make a voyage under orders of the Secret Committee you are therefore to receive their Instructions and comply with them giving us notice when the service by them required is performed that we may direct your future operations. During the present voyage we expect you will transmit us any useful or important intelligence that comes to your knowledge. You are to take good care of the *Sachem* her Stores provisions and materials – preserve good discipline amongst your officers and men, but use them well, treat any that become your prisoners with humanity and in due time return Coppies of your Journal and Log Book into this office. Wishing you success we are Sir [&c.][2]

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1. Marine Committee Letter Book, 35, NA.
2. *Ibid.*, similar orders were issued this date to Captain William Hallock of the brig *Lexington*.

COMMISSIONERS OF THE CONTINENTAL NAVY IN ACCOUNT WITH THE SLOOP *Sachem*[1]

The Sloop *Sachem* Isaiah [*sic* James] Robinson Commander

1776 For Second Cruise. – [Philadelphia, October 18, 1776][2]

Septr	30.	To	Cash paid days labour p Locktons Bill & Carlisle for 3 h[i]des		£ 12..1..–
October	3.	"	7 Bolts Russia Duck a£7.10 p		52.10..–
	7.	"	Cash paid days labour p Locktons Bill & for sawing 2 Cord Wood		24..2..6
	12.	"	" " 8 Bushels of Potatoes		1..8..–
	17.	"	15 Hammocks		
	21.	"	15 ditto		
	"	"	Cash paid Wm Shute for 1 Box of Candles & A. Donaldson for Boards	14.10..6	
		"	" " Henry Lisle for 14 Bbs Ship & 2 Bbs of Pilot Bread	14..9..6	
		"	" " hauling 5 Bbs & 1 Keg of Powder	4..4	
		"	" " Benja Condys Bill 14/– Wm Rigdens do 30/9 & Alenbys do 30/8	3.15..5	
					32.19..9
	23.	"	4 Bbs Country Rum q[uantity] 132 Ga @ 5/		
		"	1. do West India do q. 33 Ga @		
			1. do Bread @ 21/4		
			1. do do 40/9		
November	6.	"	Cash paid Philip Hall & Co's Bill		24..0..3
"	9.	"	" " Jas Fulton's Bill		1..4
"	23.	"	" " Anthony Morris Brewers Bill		3..8..–
December	3.	"	" " Thos Cliftons Bill		7..6
1777					
January	18.	"	" " Arthur Donaldsons Bill		12..3
February	1	"	Sundry Chandlery as p Chandlery Book	62.17.10½	
			Sundry Cordage as p Book of Issues Wt 12..2.6 @ 69/5 pC	43.12..9	
					106.10..7½
May	10.		Cash paid Jas Allenbys Bill		2..6

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1. Woodhouse Collection, HSP. Isaiah Robinson had been appointed to the *Andrew Doria* on September 20, 1776, FDRL.

2. The approximated date is that of the Marine Committee order to Captain James Robinson. See preceding entry.

Continental Marine Committee to all Continental Agents[1]

(Circular)

Sir [Philadelphia] October 18th 1776

Herein you will find two Resolves of the Continental Congress [2] of which we have the honor to be members, whereby you'l observe you are ordered to account with us from time to time for the Continental Share of all Prizes received and sold by you as Agent and to pay the amount thereof to our order. In obedience to this Resolve we think proper to lay it down as a Rule, that you State your accounts every three Months crediting therein the Continental Share of every Prize whose accounts can be settled and included within that quarter of a year, and that you add thereto aSchedule containing an exact account of all the prizes that then remain in your care whose accounts are unsettled, and we desire that you will constantly remit us undoubted good bills on this place as you can meet with them which will save the trouble and risque of sending money, in taking drafts prefer those of the Continental Agents, Paymasters & Commissarys to any other provided they are drawn on the President of Congress, this Committee or any other public Board for public Service — Next to these undoubted good private Bills but none others. When neither One or the Other can be met with, inform us and of the sums you have, that we may give particular Orders respecting the Remittance or application thereof.

By the other Resolve you will find yourself under orders of Congress to make a just distribution amongst the officers and men concerned in taking each Prize as soon after the sales as possible agreeable to the Rules and Regulations made by Congress in this respect, and it is our duty to see this punctually complied with as the Service has already suffered by delay — therefore you will always make the said distributions as soon as can be after the Sale and transmit us duplicates of the accounts and your proceedings therein. We shall allow all your just expenditures on account of the Continent to be charged against their share of Prize Money but those charges must be supported by vouchers. We are Sir [&c.]

To

John Langdon Esqr	Continental Agent.	Portsmouth New Hampshire	
John Bradford Esqr	Do	Boston Massachusets	
Daniel Tillinghast Esqr	do	Providence Rhode Island	
Nathl Shaw jr Esqr	do	New London Connecticut	
Jacobus Vantzantz Esqr[3]	do	New York	
John Nixon & John Maxwell Nesbitt Esqrs		Philada Pennsylvania	
William Lux Esqr		Baltimore Maryland	
John Teazwell Esqr[4]		Williamsburg Virginia	
Robert Smith Esqr		Edenton	No Carolina
Richard Ellis. esqr		Newbern	
Corneilus Harnet esqr [5]		Wilmington	

Livinus Clarkson & John Dorsius esqrs	Chs Town So Carolina
John Wereat Esqr	Savannah Georgia

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1. Marine Committee Letter Book, 35–36, NA.
2. See Journal of the Continental Congress, October 17, 1776.
3. Jacobus Van Zandt.
4. John Tazewell.
5. Cornelius Hartnett.

CONTINENTAL MARINE COMMITTEE TO THE PRIZE AGENTS APPOINTED BY GEORGE WASHINGTON[1]

[Circular] [Philadelphia] October 18th 1776.

Sir We have the honor to inclose herein a Resolve of the Continental Congress[2] of which we are members whereby you will see we are empowered to order a proper and just distribution of all Prizes taken by the Cruizers Genl Washington caused to be fitted out on Continental Account, and also that we are authorized or rather Ordered to receive from the Agents who received and sold the said Prizes, the Continental share thereof, and as we find you have been employed as an Agent in this business, we desire that you will immediately send us an Account of the Prizes that have been put under your care, with Coppies of the decrees of the Court of Admiralty, Inventories of Ships and Cargoes, with Copys of the Accounts Sales properly Authenticated, an Account Current for each Prize wherein you Credit the Neat Proceeds, and charge the share appertaining to the Officers and Crews who were interested in the Capture and also the Continental share agreeable to the Rules and Regulations laid down by Congress and a General Account Current wherein you will credit the Continent for their share in every Prize and charge for all such Remittances as you make to us in consequence of these Orders as well as for any other just charge you have to make against them. We desire that you will remit to this Board whatever moneys you have in hand arising from the Continental share of the Prizes put under your management, and as there are many persons gone from hence to purchase prize goods, you may procure drafts on this place from undoubted safe good men which will save the trouble and risque of sending the money, or you may pay it in to the Continental paymaster at Boston Ebenezer Hancock Esqr and transmit us his draft on the President of Congress, or the Honorable Thomas Cushing Esqr, John Bradford esqr of Boston or John Langdon Esqr of New Hampshire have occasion for money on our account – their drafts on ourselves will be good and the sooner you make these Remittances and render the Accounts the better. We must also enjoin you to make an immediate division and distribution of that share of Prizes that appertains to the Officers and Crews that took them, agreeable to and in strict conformity with the Rules and Regulations of Congress, and that you transmit as soon as can be duplicates of those Accounts as it is our duty to see this business perfected, otherways the maritime service of America will suffer greatly, by the discouragements arising from delays in the payment of Prize money &c. Where any part of the Prizes have been applyed to Continental use, that part must be valued and included at the valuation in the new account of Sales — if applyed to the use of yours or any other State, they must pay the valuation and that be included in the Acct Sales. Expecting your complyance with an answer to this Letter We remain Sir [&c.]

To
William Bartlet[t] Esqr in Beverly
William Watson Esqr in Plymouth
John [*sic* Joshua] Wentworth Esqr in Portsmouth
Wintrop Serjent [Winthrop Sargent] Esqr in Cape Anne
Messrs Bartlet[t] & Glover[3] in Lynn Marble head and Boston
John Bradford Esqr Boston

1. Marine Committee Letter Book, 37–38, NA.
2. See Journal of the Continental Congress, October 16, 1776.
3. Jonathan Glover.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] October 18th, 1776.

Resolved, That in Consideration of the high price of Cloathing. &ca., the pay of the men on board the Fleet belonging to this State, be advanced to Three Pounds P month, to commence from the next pay day.

1. *Pennsylvania Colonial Records,* X, 759.

STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY[1]

Gentell Men [Wood Yard] october the 18 1776

this will be handed to you by Mr Gideon Dair [Adair] he is averey sperited young fellow and has all Ways ben verey Desirous of geting Into the Cuntreys service he now is verey Desirous going out In your Largest Armd Schooner Captain of Moreins I think no one of My aQuantance More Deserving of a Cometion than Mr adair I Would aWaited on you Myself Was not My Presence Much want'd In the yard but Will Com to you as Sun as you Desier Me to Com — I am afraid I Shal be forsed to Send Sum body off to Phila for Sum Metearels theses vesell Cant Sail With out. Som Metearels that I bought In Phila such as Iron Hoops for Water Casks thay are sertenly [illegible] lying In Sum Ware: Houss by the Way I am [&c.]

Stephen Steward

1. Executive Papers, Box 2, Folder 80, Md. Arch.

Deposition of John Matthews and William Stoddert[1]

Charles county, the 18th October, 1776.

We, the subscribers, joined three companies of the 26th battalion of militia, under the command of col. [William] Harrison, at Sandy-Point, on Tuesday the 23d July last, early in the morning, in the character of volunteers. About 9 o'clock the ships began to man their tenders and small boats, when col. Harrison ordered the three companies to stand to their arms, and after watching the motions of the enemy a few minutes, gave orders for capt. [Francis] Martin's company, consisting of about 45 men, including officers, to repair to the head of a valley which led down to the river nearly opposite the *Roebuck*. – We fell in with this company at the head of the valley. – A little while after that came three or four strangers, who were questioned by col. Harrison, and informed him that they had come up the river, were going to Alexandria, and had landed a little below in two small boats: – those we understood to be capt. [Robert] Conway, his lieutenant, and two men: – By this time ten rowboats, two tenders and a gondola were [illegible]ed with men along side of the *Roebuck,* which lay near 400 yards from the Maryland shore. It was every moment expected the enemy would land and attack us. – col. Harrison told capt. Martin's company that, in case the enemy attempted to land there, he should instantly march down at their head and post them behind the beach, and after admonishing them, begged that if any one felt confused or under any panic, to candidly inform him and turn out of the ranks, on which one of the privates turned out and told him that he did not like to march down the hill. – He was then ordered to give up his gun and ammunition to some other, that would, and col. Harrison delivered his gun to capt. Conway's lieutenant, who said he would march down with us. About ten oclock the enemy's boats, tenders and gondola left the *Roebuck,* giving three cheers, and contrary to our expectation, went over to Virginia, where they landed and set fire to Mr. Brent's house. – Col. Harrison ordered the company down to the beach in order to show them where he intended to post them, had the enemy attempted, or in case they should attempt a landing at that place – Before the enemy returned from Virginia, we were reinforced with about 120 men under col. [Samuel] Hanson – About 5 or 6 o'clock afternoon, the enemy's small tender, and the gondola, were observed to be manning, and in a few minutes left the *Roebuck* and directed their course towards the bay where capt. Conway's boats were landed. – Col. Harrison immediately ordered the men to arms, and conceiving the enemy's design was to take off capt. Conway's boats, gave capt. Martin orders to take about 20 of his best armed men, and follow him down to watch the motions of the tender and gondola. – This detachment we joined with two other volunteers – in the whole we think it consisted of 25 persons – We proceeded towards the bay with all haste, and near the head of a valley met with capt. Conway and some of his men. – Capt Conway went down the valley with col. Harrison to shew where his boats lay, and we followed close after in [illegible] and were halted at the mouth of the valley – He told the colonel that one of his boats was drawn over the beach into a marsh, the other, was on the shore staved, which was about 50 yards from us, though we could not see her from the mouth of the valley on account of some bushes, which grew on the beach. – The tender had got in the bay before we reached our post, and lay about 150 yards off. – As soon as we were halted, the tender fired one of her carriage guns, which was presently succeeded by a discharge of grape shot from the gondola; this load grounded within a few paces of us, and many of the shot, with several cannon balls, were picked up the next day – sundry great guns were discharged at us whilst we remained at this post. – The gondola, after she came against the boat, rowed off and on, and, after a short time seemed to be gradually getting more into the bay, as it designed to open the valley and rake it. – We heard capt. Conway say to col. Harrison, that he thought she was endeavouring to rake the valley, and advised him to order a retreat, or words to the same purpose. – The colonel, after taking a view of the gondola, turned about, and in a low tone gave orders for a retreat to the head of the valley, the gondola being within 70 or 80 yards of us at the time. – Five or six of the men who were in the rear retreated some distance beyond the place intended, which we firmly believe proceeded from their not having heard the orders distinctly, as most of them returned immediately to the head of the valley, on being called to by some of the others. – From this place we observed the *Roebuck* had got under way and fallen down, and began to fire on us; also the tender, our situation being open to them both. The colonel returned to the mouth of the valley, and we and others went different ways to take another view of the gondola, which we found lying quite still, nearly opposite the boat, with her hatches close shut, and nothing visible but her oars and guns, though capt. Conway's lieutenant had just before informed, that her hatches were up and men exposed, which raised our hopes of getting a shoot. – We recollect that, previous to our leaving the mouth of the valley, capt. Conway asked col. Harrison to let the gondola be fired at, to scare her off from the shore, which was refused, as there was no living object to shoot at. – A retreat was then ordered to the main body by col. Harrison, and the detachment directed to scatter as they retreated through the old fields, to observe the flash of the enemy's cannon, and to fall down whenever they saw it. – The fire from the *Roebuck,* armed schooner, and gondola, grew very warm, and the frequent falling down of the men occasioned a general laughter. – We retreated to a fence at the edge of a wood, and lay behind it until the enemy's fire ceased – then returned to the main body, with which we remained until the ships went down the river, and the troops were discharged.

John Matthews,
William Stoddert,

(Copy.) Charles county, October 18, 1776.

Then came Messrs. John Matthews and William Stoddert, gentlemen, and made oath on the holy Evangelists of Almighty God, that the above is a true state of the transactions at Sandy-Point, under col. William Harrison, on the 23d of July last.

G. R. Brown.

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1. *Maryland Gazette,* November 7, 1776.

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Friday October 18th 1776

Captain Sandford Commander of the Brig *Adventure* bound to Dunkirk requested this Board to inform him the Termes for his undertaking the Voyage Ordered therefore that he be allowed eight shillings per day and Cabbin Stores and it was also further Ordered that his Mate be allowed six shillings per day.

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1. McIlwaine, ed., *Journals of the Virginia Council,* I, 203, 204.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Friday 18th October 1776. –

Ordered that Capt Robert Cooke of the Schooner *Speedwell* proceed immediately with his Vessel to Alexandria and wait on Mr John Dalton with a letter from this Board who will furnish him with such necessaries as he may be in want of for fitting his Vessel for a Voiage to the West-Indies, which being done, he is to take on Board a Load of Flour and Tobo which will be delivered him by the said Dalton and then Return with his Vessell to York Town and wait on the Board for further Orders –

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1. Navy Board Journal, 84–85, VSL.

DIXON AND HUNTER'S *Virginia Gazette,* FRIDAY, OCTOBER 18, 1776

Williamsburg, October 18.

A Maryland privateer, fitted out by Mr. [Gilbert] Middleton, of Annapolis, [1] has taken a Jamaica ship, and sent her into Hampton Road, having on board upwards of 300 hogsheads of rum and sugar, some cotton, coffee, indigo, &c.

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1. The Maryland privateer schooner *Montgomery.* The prize was the 170 ton brigantine *Sarah.* Dixon and Hunter's *Virginia Gazette,* November 8, 1776.

COMMISSIONERS FOR FITTING OUT THE BRIG *King Tammany* TO THE NORTH CAROLINA COUNCIL OF SAFETY [1]

Sir, Edenton 18th Octr 1776

Since the Resolve of your Honorable Board came to hand for the *King Tamminy* to Cruize we have been indefaticable in Our Endeavours to get her Mann'd and rendered fit for Sea, and we have the pleasure to inform you that She is now nearly, or quite complete.

We have lately been informed the *Pennsylvania Farmer* is gone up to New Bern, to heave down, and will not be ready for some considerable time to proceed on her intended Cruize.

We beg leave to Submit it to your Honl Board whether it might not be best to Alter the Cruizes of the Two Vessells and Order the *King Tamminy* to take the first Cruize Also to Allow her to Cruize from Lat: 35 to Lat: 30, to leave the distance from the Coast to the discretion of the Captain, and allow Six weeks for the Cruize in place of four.

What induced us to trouble you on this Occasion was this Consideration that by the last of the month of November, in all probability the Jamaica Fleet homeward bound will have crossed these Latitudes, and render the Cruize fruitless to all intents and purposes.

We have no doubt but it will Occur to you, it will be necessary to give the Bearer as much dispatch as possible as the *King Tamminy* will be ready to go down next Wednesday, We have the Honor to be Most respectfully sir [&c.]

Tho: Jones
Rob^{t} Hardy } Commissioners &ca
Rob Smith

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1. Secretary of State Papers (Council of Safety, 1775–1776), NCDAH.

JOURNAL OF THE GEORGIA COUNCIL OF SAFETY [1]

At a meeting of the Council,

[Savannah] 18th October, 1776.

Ordered, that Capt. Pray be directed to proceed on a voyage to the Island of Saint Thomas and to procure as many seamen, arms, ammunition and swivels as he possibly can, and that he be permitted to mount as many carriage guns, as the vessel can bear on his return hither.

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1. Candler, comp., *Georgia Records*, I, 208.

GOVERNOR PATRICK TONYN TO LORD GEORGE GERMAIN [1]

[Extract]
No 26.

My Lord; I am sorry to inform your Lordship that the *Cumberland* Packet Boat, which was dispatched the 9. of September, after out living a severe Storm at Sea, returned in about three weeks, in distress, and sunk in the Harbour. The amer[i]can male [*sic*] was sent by Captain [Thomas] Bishop of the *Lively* to New York. The Captain and Crew with the Guns that were on Board the Packet, are on Board the *Betsey* Ship Captain Lofthouse, who carries home our annual produce.

I have the honour to acquaint your Lordship that, at the Critical time, when an expedition was planned and commenced against this province, and when depredations were made by the Rebels as far as Saint John River, to secure that Barrier, and the Plantations and Provisions on that River, as there was not at that time any of the Kings Vessels of force in the province, I was, my Lord, under the absolutely [*sic*] necessity, of commissioning and employing the Sloop *Rebeca* Captain Mowbray for three Months certain to secure the inland water passage to Saint John River from Georgia.

There are numbers of fugitives from the Neighbouring Provinces, many of whom, without a little assistance have not where withal to support themselves; there are a number of Run away Negros from Georgia, whom I releived the Captains of the Navy of, to whom they fled for protection, and twenty eight Prisoners taken by Lord Dunmore, and sent here to be kept in custody; I have committed them to the Fort untill these unhappy differences terminate.

St Augustine 18 Octr 1776

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1. PRO, Colonial Office, 5/557, 1.

19 Oct.

PETITION OF INHABITANTS OF BARRINGTON, NOVA SCOTIA, TO THE MASSACHUSETTS GENERAL COURT[1]

Barrington Nova Scotia October 19th 1776 –
Gentlemen

We the Subscribers Inhabitants of Barrington in the Province of Nova Scotia, Haveing hired and partly Loaded the Schooner *Hope* with Fish and Liver Oyl bound for Salem or Newbary In the Province of the Massachusetts Bay – Earnestly Pray and Request of you the Honble Congress or those whose business it may be to see to it, To permitt and Suffer the said Loading to be disposed of by Herman Kenney and part of the amount to be Lay'd out in provissions for the Support of us the Subscribers which are Intirely Destitute of any for the Support of them or their Children and it is Impossible to get any Any where, – And a Long Winter Approching God only knows what will become of us; We Look on ourselves as Unhappyly situated as any People in the world; being Settelers from the Massachusetts bay for whose wellfare we Earnestly pray having Fathers Brothers and Children living there; And we have in the Course of these Unhappy Times done every thing in our power to Assist those Unfortunate people that have been Taken and come into this place from Halifax to help them over the bay on their way home. And have not at any Time done any thing Either by Supplys or men to Injure our native place and Country; – In the above Vessell are Three Families with their Effects which have Left this place and gone to the places in your province where they formerly came from, And we the Subscribers dont see but that we must follow them for we don't think we can Live Quietly here for our Employment is such for the Support of our families Vizt Fishing as you look upon as a Disservice to the great cause you are imbarked in and we cannot but follow it while we are thus Situated; Therefore we Earnestly pray and Request of you in your great Goodness and Wisdom to Assist us with provisions as we the subscribers shall want for this winter and till such time as we can remove ourselves from this place to our former homes Unless these Tremendus Times are Settled, Which God grant may be soon; We have Authorised and Appointed our Friend Mr Herman Kenney to Answer and Reply to any Questions and to represent our Deplorable Situation to you the Honble. Congress or others who he may be call'd before; And we are ready to keep up a Correspondence with the Inhabitants of your province to Exchange fish for other provisions if you should see fit to Incourage such a Trade untill such Time as we can Remove ourselves from this place, provided you are Determin'd to prevent our fishing on this Shore, For the privaters have taken Several of our Schooners from us and the fish caught in them to the great Distress of the fishermen which have not done any Thing but fishing to Injure you which they could not help being the only way they have to maintain their families, For all which causes and Reasons we cannot but flatter ourselves that you will Receive this Memoriall from us And Answer our Request which will Enable us to Support our Wifes And Children, and we cannot think the Request being Granted any Damage to you, We mean not to Offend you in any thing but should be glad to know our Destiney if any of us should tarry at this place dureing these times for we have not seen nor heard from you anything who are in Authority, but only from some of the men on board the privaters that have made this, a place of Rendevous who tell us all the Dreadfull Things that can befall any People, to Vizt That the Indians are Commission'd to come on the back of us to kill burn and Destroy, A picture, this drawn by them, that we the Decendants from America Cannot think ever Enterd into the breasts of the free and Generous sons of America. We are Gentlemen your most humble petitioners and very humble Servants —

Solomon Smith
Isaac King
Tho Doane
Reuben Cohoon
Theodore Smith
Stephen Nickerson
Elkanah Smith
Jonathan Smith
Isaac Kenney
Gamaliel Kenney
Marcy Kenney
Isaac King Juner
Saml Osborn Doane
Thomas Crowell
Edward Doane

David Crowell
Elisha Smith
William Greenwood
Solomon Smith juner
Benjamin Kirby
Samuel Britman
Joseph Smith
Jonathan Smith Jr.
Joseph Atwood
Timothy Covell
[illegible] Atwood
John Raynolds
Joseph Renwrick
Solomon Renwrick junr

NB. We hope and Desire you will not give this a place in your News papers tho you should think it worthy, which may be of Damage to us if we should remain at this place – [2]

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1. Mass. Arch., vol. 211, 122–24.
2. The petition was granted on November 15, 1776, *ibid.*, 125.

FORMER OFFICERS OF THE MASSACHUSETTS SCHOONER *Diligent* TO THE MASSACHUSETTS COUNCIL[1]

To The Honl Council of the State of the Massachusetts Bay the
Petition of the Following Persons
Humbly Sheweth

That We your Petitioners can Testify that Walter Perkins have Acted and Serv'd as Second Lieut on Bord the Schooner *Dilligent* John Lambert Commander since the 16th March last, and to general Satisfaction both to Officers & Seamen as he took a Commission for said Schooner in the Name of Jonathan Knight for Executing the Office as above and did it from the Above Date. the said Commission was sent up for an Endorsement to the Honl Council but by some means or other got lost and as a Commission from your Hons may be of Service to him even in future time, We humbly beg that your Hons wou'd Isshue a New Commission in the Name of the said Walter Perkins, that he may retain the same [un]dr the Honour of the Court and the Service he has been engaged in as we look upon him to be highly Deserving in the Station he has acted in, as we was on Bord with him during the said Service we therefore Request the same to be Executed and as in Duty Bound shall ever pray

John Lambert	Capt
John Obrien	1st Lieut
Joshua Wing	Master
Peter Clark	Comr Marines

[Endorsed] In Council [Watertown] Octr 19t[h] 1776 Read & Ordered that as Jona Knight have not acted in the Capacity of 2d Lieut on Board the Schr *Diligent* since his Appointment that the Name of Walter Perkins be inserted & the Said Jona Knights Name be erased in his Said Comission

John Avery Dpy Secy

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1. Mass. Arch., vol. 165, 366.

Providence Gazette, SATURDAY, OCTOBER 19, 1776

Providence, October 19.

The *Montgomery* and *Eagle* Privateers have taken and sent into a Port at the Westward a Schooner from Cape-Nichola Mole, bound to Halifax, having on board 9000 Gallons of Melasses, and 3000 Weight of Sugar. The Privateers had been out but 24 Hours when they took this Vessel.[1]

Capt. [Abner] Coffin in the Privateer *Favourite,* has taken and sent into Port a Schooner from Dominica, bound to Newfoundland, laden with Rum, Coffee, Limes, &c.[2]

We hear the Brig *Cabot,* in the Service of the United States, has taken several Prizes.

A Ship of 16 Carriage Guns, bound from London for New York, having on board Provisions, some Powder, and 207 Casks of Nails, is taken by Capt. [John] Lee, in a Schooner of 6 Guns, from Newbury-Port, and carried in at the Eastward.[3]

It is said that some of the Enemy's Frigates and Tenders passed up the North River, above Fort Washington, on Wednesday Se'nnight, and were roughly handled by our Forts as they passed.

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1. The Rhode Island privateer sloops *Montgomery,* Captain Thomas Ruttenber, commissioned September 30, and the *Eagle,* Captain Isaac Field, commissioned September 29, 1776.
2. The 40 ton schooner *Hannah.*
3. Lee commanded the Massachusetts privateer schooner *Hawke.*

Commodore Esek Hopkins to Captain Hoysteed Hacker [1]

Sr Newport octor 19. 1776

I have a Complant Enter a gainst Mr James Bryant your goner [gunner] for Carring a way with out Leave out of the *alfred* a pare of pistoles and Sum other things belonging to the goner of the *alfred* and on Rescept of this you are to Lett Leut [Robert] Saunders have the pistoles if to be found and Lett him Sarch to his Satisfaction for the other things mising.

E H

To Histate Hacker Esqr or the Commanding officer that may be on Bord the *Hamden,* at the time Mr Sanders Comes

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1. Hopkins Papers, RIHS.

Commodore Esek Hopkins to John Bradford [1]

Sir Newport October 19th. 1776 –

I understand by Captn [John Paul] Jones that there is some Junk and Sails onboard the Prize Ship which he sent in to Bedford –[2] and as them Articles are much wanted onboard several of the Continental Vessels in this Port Should be glad you would Send all those Articles more than barely for the Ship by the first Opportunity to this place to me, or in my absence to Mr. John Manley deputy Agent here – and by so doing you will forward the Service – I am Sir [&c.]

E H –

To John Bradford Esqr Agent for the Massachusetts,
or in his absence to his Deputy at Bedford –

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1. Hopkins Letter Book, RIHS.
2. The ship *Alexander.*

JOURNAL OF H. M. S. *Cerberus*, CAPTAIN JOHN SYMONS[1]

October 1776	Town of Et Hampton NEbE 7 or 8 Miles
Friday 18	at 1 A M spoke the *True Briton* Arm'd Ship wth a Prize at 8 spoke his Majts Ship *Syren* bound to New York, bore away & parted Co wth. do Sailmkr repairing the Fore Topmt stays Fresh Gales at 3 P M saw a Sl to the Et wd gave Chace fired 12-9 pdrs & 6-3 pdrs & Brot too the chace a Brigg from Cape Nicholas Mole Ladend with Molasses bound to Newbury[2] at 7 split the Jibb & found the Strapp of the lower dead Eye of the Starbd M: preventer Shroud gone fixd a new one, splitt the Mizn bent a New Jibb
Saturday 19	at 6 saw a Sl to the N E gave Chace at 9 Brot too the Chace a Schooner from Hispaniola wth Molasses bound to Nantuckett[3] bent a New Mizn *Syren* in Co Mod. and Clear hoisted the Boat out and took possession of the Prizes

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1. PRO, Admiralty 51/181.
2. The *Success*, J. Coffin, master, Howe's Prize List, March 31, 1777, *ibid.*, 1/487.
3. *Ibid.*, the *Betsey*, E. Bacon, master.

JOURNAL OF H. M.S. *Syren*, CAPTAIN TOBIAS FURNEAUX[1]

October 1776	Montock Point No 30° Wt 18 Lgs
Friday 18	AM ½ pt 1 saw 2 Sail to the No wd Tkd & stood after them ½ pt 2 Brot too spoke the *True Briton* an English Letter a Marque who had retaken the *Irwin* a Ship for London from Jamaica, which was taken by a Rebel Privateer. at 3 mde Sail at 6 a Sail to the So wd chaced p Sigl at 8 mde a Sigl which was Answered ½ pt spoke His Majs Ship *Unicorn* [at] 9 parted Co the *Unicorn* & bore away a SE Swell. – First pt Fresh Gales latter Cloudy. at 3 a Sail in the Ed gave chace, at 5 the *Cerberus* bro't too [a] Brigg from Hispaniola for Newberry, handd F T/S: down F:T:G: Yds got the Spritsl Yd in & stood to the S E could not board the Prize there being so great a Sea.
Saturday 19	A M at 6 a Sail bearg E the *Cerberus* made our Sigl to lye by the brigg while she chaced. at ½ pt 10 Joined the *Cerberus* with a small Schooner set Fore T/Sl & out Spritsl Yd the above Vessels in Co Mode Wr at 3H 8M 22s true time by an Obsn of the Qr [moon] found the Longde to be 71°.0′6 Wt sent a [Pe]tty Officer & 5 Men on bd the Brigg at 5 Saw a Sail bearg S W. gave chace. at 7 left of[f] Chace TKd Ship

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1. PRO, Admiralty 51/930.

Minutes of the New York Committee of Safety [1]

[Fishkill] Saturday Morning. Octo. 19th, 1776.

A letter from the marine committee of the Continent, dated the 12th inst.[2] signed by John Hancock, Robert Morris and seven others, was read, relative to the safety of the Continental ships building at Poughkeepsie.

Ordered, That a copy thereof be immediately transmitted to the superintendent there.

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[1] *New York Provincial Congress,* I, 683, 684.

[2] The Marine Committee letter book dates this letter October 9. See under that date to New York Convention.

Colonel George Taylor to John Hancock [1]

[Extract] Shrewsbury October the 19th 1776 —

Sir I herewith Send you by the bearer Captn. [Hendrick] Smock Six prisoners which I Took Out of a Schooner which was Drove On Shore the 14 Inst on the Jersey Shore near where I was stationed to Guard the Coast As to particular Circumstances I refer you to sd Captn Smock I have given an Account of the Vessel and Cargo to General Mercer and Make no Doubt but its Come to hand I have Orders from the General to Take Care of the Vessel Till Further Orders as to the Vessels Hull it Lies Much Exposed and Likely to be Lost the First Eastwardly Storm She Might perhaps be Sold to the Advantage of the Owners or Publick who Ever it is that is to have the Benefit Your Directions in the Above Shall be my particular Guides. . .

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[1] Papers CC (Letters addressed to Congress), 78, XXII, 157, NA. Taylor and Smock were officers in the New Jersey militia.

Captain William Gamble to the Pennsylvania Council of Safety [1]

Gentlemen:

The Day before this Honorable board Fill'd up the small Vacancies then in the Armed Boats; I delivered to one of your members, a request in writing, the prayer of which was to be removed from the Sloop *Aetna,* on board one of the then Vacant Armed boats, which request was only meant by me, to the End, that I might be in a more Active part of the service; This Honourable board not Granting the above request, Induces me to think it was Disrespected. Gentlemen, Inclosed is the Commission I had the Honor of Bearing, and Beg this Board to accept this My Resignation. I should have resigned at the time above mentioned, But apprehending the enemy might make a diversion in our river, determined to remaine in the service untill the season of the year would Prevent them, which season I hope is Come;

this Honourable Board will please to Believe, I Am, with Due Respect [&c.]

William Gamble[2]

[Philadelphia] October 19th, 1776.

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1. *Pennsylvania Archives,* 2nd series, I, 386.
2. The Council accepted Gamble's resignation, and appointed John Brice to command the *Aetna. Pennsylvania Colonial Records,* X, 760.

Journal of the Virginia Council of Safety [1]

[Williamsburg] Saturday October 19th 1776

A Permit granted to Captain Lehoux of the Schooner *Saint Jeanne* lately arrived from Saint Domingo allowing him Liberty to dispose of his Cargo and to trade in this State.

A Certificate being returned of the Review of Lieutenant Gabriel Madison's Quota of Marines the same was ordered to be registered and that a Commission issue accordingly.

1. McIlwaine, ed., *Journals of the Virginia Council,* I, 205, 207.

Journal of the Virginia Navy Board [1]

[Williamsburg] Saturday 19th October 1776

Ordered that a Warrant Issue to Doctr Corbin Griffin for six Pounds for Nursing & Victualling sick Sailors in the Hospital at York-Town belonging to the Schooner *Revenge.* – Also for Seventeen pounds Eleven shillings & six pence for Nursing & Victualling Sick Sailors & Marines in the Hospital at York-Town belonging to the Brig *Liberty* –

Ordered that a Warrant Issue to John Rogers for six hundred & Ten pounds nineteen shillings and nine pence for Necessaries furnished & pay of Workmen for Building six Boats at Portsmouth under the direction of Colo Adam Stephens as pr [illegible] Rogers's Accts this day settled who entered into Bond with Security for his faithfully applying the said Sum of Money. –

1. Navy Board Journal, 85–86, VSL.

Journal of the North Carolina Council of Safety [1]

[Halifax] Saturday October 19th 1776.

Resolved That Ambrose Knox and Company William Brown, John Chase and Daniel Cartwright be permitted to send to Sea the Sloop *Polly* taken into Possession by Andrew Little and Robert Hardy in consequence of a Resolve of this Board; on the said Ambrose Knox and Company William Brown and John Chase's giving Bond and Security to the president of the Congress of the State and his Successor in the sum of one hundred and thirty five pounds, being the value of Daniel Cartwrights part of said Sloop and on leaving one third of the Debts left in the Hands of William Skinner subject to the payment of such demands as may be due this State from the said Daniel Cartwright, on account of a Cargo Shipped by this State on Board the said Sloop Commanded by the said Daniel Cartwright

Resolved That Andrew Little and Robert Hardy be directed to Attend the Execution of the above Resolve and on the said Resolves being Complied with to grant a Certificate thereof to the Commissioner of the port of Edenton

1. Secretary of State Papers (Council of Safety, 1775–1776), NCDAH.

JOURNAL OF THE SOUTH CAROLINA GENERAL ASSEMBLY [1]

[Charleston] Saturday the 19th Day of October 1776

Message to the President
May it please Your Excellency

This House being informed That the Trade of this Place is subject to many Inconveniences by the Delay attending Vessels being obliged to call at Fort Johnson and Fort Moultrie both in going out and coming in request your Excellency will give Orders that in future Vessels coming in may only be obliged to call at Fort Moultrie and going out at Fort Johnson and may be allowed to pass by some proper signal from the Fort they first pass

It appearing to the House that the late Commander and mariners of the Armed Vessel called the *Revenge* had received no more than Two Sixth Parts of the nett Amount of Sales of the Cargo taken by them on board the Transport Brigantine *Glasgow Packet* and that the other Four Sixth Parts had been paid into the Treasury as the share of the State

Resolved That the Commissioners of the Treasury do advance and pay to Captain [Thomas] Pickering late Commander and the mariners late belonging to the said armed Vessel One Sixth Part of the Four Sixths of the net amount of the said Sales so paid into the Treasury as a further Encouragement for their Gallant Behaviour in the taking the said Brigantine *Glasgow Packet*.[2]

1. Salley, ed., *South Carolina General Assembly Journals*, 145, 152.
2. Pickering had arrived in South Carolina on board the sloop *General Washington* from Providence, Rhode Island. He was active in the defense of Charleston, and took the *Glasgow Packet*. See Volumes 4 and 5.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD [1]

Navy Board [Charleston] Saturday 19th. October 1776

The following Letter was sent to Mr. Anthy. Bonneau

Chas Town 19th Octobr. 1776

Sir The Commissioners of the Navy are in want of 100 Bbls hard Pitch 100 Bbls Tarr & 20 Bbls good Clean Turpentine, the Casks to be very good, Also any quantity of Tallow that can be Procured; they will be glad that you will Purchase and ship them by any good Opportunity for Charles Town, & as Speedily as possible the above Articles for the Amot. of which your Order on the Commissioners of the Navy will be punctually paid – The Commissioners are informed that you have a Quantity of Cordage by you such as the Public are at present in want of – They will be glad to have it sent round to Charles Town at the same time as the Naval stores are shipped; also any other Cordage, and sail-duck that you can purchase at George Town, for which your order will be paid.

By order of the Board:
Edward Blake First Commissioner

P S The Price of Cordage in Charles Town is £15. P 100tw. which the Commissioners are willing to Allow you at George Town

Capt. Stephen Seymour applyed to the Board to know what Number of Men would be allowed for the Schooner *Rattle Snake* –

And the Board Resolved to allow the said Vessell Fifty men as her full Complement. –

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1. Salley, ed., *South Carolina Navy Board,* 11–12.

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20 Oct. (Sunday)

GOVERNOR SIR GUY CARLETON TO MAJOR GENERAL WILLIAM HOWE [1]

[No.] 200 Crown Point 20th October 1776

Sir We have defeated the Rebel Fleet upon lake Champlain, three sail only out of 15 having escaped, the rest we have taken or destroyed, upon the news of this event reaching crown point the Rebels posted there, set fire to all the buildings and retired to Ticonderoga. His Majesty's Forces therefore are now in possession of the former place, but I fear the want of time (the severe season approaching very fast) to put it in a proper state of defence, and of materials to put it in a condition to lodge the Troops, provisions and stores, which would be necessary to leave there, will force us back to Canada. I am in hopes however that our appearance on this side the lake will occation a diversion which may be favourable to your opperations.

I have not heard from you since you left Hallifax.

Some Officers of the Regiments serving under your command, not finding opportunity of joining your army at the beginning, I gave them leave to serve with the Troops here; I have now directed them to repair to their respective corps, and think it just to acquaint you, I have been very much satisfied with their conduct during this campaign. I am &c

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1. Guy Carleton Letter Book, Haldimand Papers, Additional Ms. 21699, BM.

CAPTAIN JAMES WILKINSON TO BRIGADIER GENERAL ARTHUR ST. CLAIR [1]

[Extract] Albany October 20th 1776

The Vessels which have passed the Cheveaux d Frize are two 40 Gun Ships & a Number of Tenders, they vary their Station tho for the most part they remain in Toppon Sea or Bay they have picked up several Albany Sloops & greatly harrass the rest. –

1. US Revolution, LC.

Journal of H.M.S. *Niger,* Captain George Talbot [1]

October 1776	Moor'd off Hunts Point
Sunday 19 [Saturday]	A M Fir'd 2 Six Pounders wth Shot at some Rebels who kept Fireing at the Boats passing Mode Breezes & Fair Wr at 4 P M Fir'd a Twelve pound shot at some Rebbels Attempting to take a Boat from Hunts Point
Monday 20 [Sunday]	at 6 A M Unmoor'd at 8 Weigh'd & came to sail being Reliev'd by HMs *Rose* at 7 P M came too wth the Bt Br in 18 Faths & Veer'd a Whole Cable

1. PRO, Admiralty 51/637.

Willing, Morris & Co. to William Bingham[1]

[Extract] Philadelphia Octr 20th 1776

. . . Your favor of the 24th Septr or rather the Copy of it was handed us yesterday by Capt Lockhart of the Brigt *Cornelia & Molly* which arrived here safe and we have this day sold the Molasses at Publick Vendue for upwards of 6 P Gal & Mr Harrison & your Limes for 40/ to 50 P bbl they are rather plenty You see it is hard to form just opinions concerning adventures in our present situation, when we wrote You in July there seemed little Chance of getting any thing safe and almost ever since the Coast has been quite clear so that the spirit of enterprize has seized most People & they are making or trying to make Fortunes, their Attempts will probably have the happy effect of procuring us many supplys that we stand much in need of

. . . We are fearful the Farmers General of France will have so many offers for supplying them with Tobacco that instead of expecting to pay prices suited to the risque of Exporting it, they will begin to think it is in their power to engross our whole Crops on their own terms for you cannot conceive how many proposals made to them have come to our knowledge, however when they answer your letter transmit us a Copy and if they leave room for doing any thing you may depend we will back you properly – You desire us to point out the Articles wanted and were to send you patterns but we answer as we did in our former letter that this is not necessary We are in great want of all kinds of European Manufactures especially for Winter Wear nothing can come amiss, Silks are perhaps the least demanded of any thing especially in Winter. French Wines do not sell well unless they are of the very best quality and its best not to meddle with them unless you imported them from France on purpose and coud depend on having the best.

Nails, Glass (Window Glass) as well as Glass Ware is wanted. Some Coarse Hats, Coarse Stockings & Soldier's Shoes wou'd sell well, all kind of West India produce is and will be dear, notwithstanding the great Number of Prizes taken with those Commodities, all sorts of woolen Goods must answer well this whole Winter & every kind Goods fit for warm weather will sell well all the year round; therefore we think you cannot be at a loss. . . . We think our Publick affairs wear a better aspect than when we wrote you last, therefore no need to stop any thing from coming this way. If many Goods are arrived for us from Europe send them forward by the best Conveyances, and advise our T. Morris the Vessells, Masters & value by each. We have now fixed him in the Mercantile line in France during the present troubles and you may keep up a Constant Correspondence with him, perhaps he may soon have it in his power to supply both you & us with all the Goods that will be wanted from thence. We have given orders for a little Vessell to be sent you from Maryland, another from Carolina with Rice & Indigo and shall keep sending and ordering as many as we can. You dont seem to write as if you approved much of Mr Harrison being joined with you in Consignments and Capt. Lockhart says the business of his Vessell was not well attended to or he might have been here some weeks ago, this shoud not happen Vessells now sail at a monstrous Expense and the dispatch ought to be quick. If you cannot attend closely you had better get Mr Harrison or some other to do the business or hire an excellent Clerk to assist you. When any Vessells of our Concern or recommendation arrive we know you will exert yourself to serve them & Comply with the Orders but pray dispatch them for Vessells being scarce delay hinders your own reimbursement. –

The *Cornelia & Molly* shall go back to you but not on Publick account as we want to throw Funds into your hands indeed we shall make you many Consignments as possible.

We think if you cou'd hire a small fast sailing French Vessell and dispatch her immediately for Carolina Consd to Mr John Dorsius Mercht there with a Cargo of Powder, some linens Checks &c. you will make a Golden Voyage. You may Interest us half or two thirds, there is some British Cruizers on that Coast but if the Vessell is small she may easily escape by lying Hull too every Morning at Day break untill she can see all round her, she will see the Enemy when they cannot see her and by setting their course avoid em. She shoud not cross the Gulph Stream untill in the Latitd of Charles Town & then run right in, dont lose a Moment in executing this Scheme if you do execute it & we hope you will, pray take care to have a trusty faithfull Master, you can order back Rice & Indigo & ship the latter Ordr Mr Thos Morris or his order at any Port you please in France, he will have agents at every Port, therefore you cannot go amiss, but we believe he will fix with Messrs Pliarne Penet & Co at Nantes instead of Mr Schweighhauser all the rest as mentioned to you before. Capt. James Robinson the Bearer of this has orders to take in any Goods you have to ship & if you shou'd not have enough to fill him on the Publick Account, you had best put some onboard on your & our account, but if you fill him on Publick Account, then hire if you can some Vessells to sail under his Convoy which you can ballast with Limes & Molasses & put onbd such other Goods as you think proper, indeed We think you cannot do better than to keep Chartering French Vessells to come this way, they can navigate cheaper than our Vessells & consequently can afford to take lower freights & they shall all go back to you with Flour Lumber Tobacco &c. In short when Cargoes arrive either one way or t'other, the Proffits are now so great it is well worth risquing largely for one Arrival will pay for two three or four losses therefore its best to keep doing something constantly. We are Sir [&c.]

Willing Morris & Co.

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1. Papers of William Bingham, 1776–79, LC.

Diary of Christopher Marshall [1]

[Philadelphia] Octr 20th 1776

. . . in the *Evening Post* Numb. 273.[2] is this remarkable Extract of a Letter dated Dominica Sept. — viz, Capt Stout of Antigua told us that he had heard, from Taylor & Bell of that Island, that a house, that does the government business there, had poisned ten Cags of Rum, which they shipped in the *Creighton,* Capt Ross, and directed for General Howe, in hopes that if the Ship Should be taken, the Americans would Send those to the Camp, on Supposing them of an Uncommon good Quality, what a diabolical Project! — He had it from their own mouths! O dreadful! —[3]

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1. Diary of Christopher Marshall, HSP.
2. *Pennsylvania Evening Post,* October 19th, 1776.
3. The *Creighton* was captured, but the poisoned rum story seems to be without foundation. See Volume 5.

Van Bebber & Harrison to the Maryland Council of Safety [1]

Gent St Pierre Mart[ini]que Octo 20. 1776

Our last respects to you were by Capt [John] Martin, who sailed from this port the 11th Currt with a valuable Cargoe – since then your favours of the 12th Sept have come safe to hand p the *Molly* Capt [Thomas] Conway – His Cargoe, tho' a very proper one, we are sorry to acquaint, has come to a most wretched Market – 57/. p barrl for his Flour & 36/. for his Bread is the most we have been able to obtain, & his Tobacco is yet unsold. – Since disposing of this Flour, a Cargoe of Philadelphia Superfine has been sold for 53/. This fall has been occasioned by the immense Quantities that have arrived & continue to arrive from France on a Supposition that it would be a scarce article here. – We fear there will be no change for the better till towards the middle of Winter & Spring when we imagine it will begin to advance again as in all probability the Exportations from France will cease when it is known how badly their Speculations must turn out. – And plenty as Flour is, we know of nothing that can be sent from Maryland that will turn to a better Acot so surprizingly are we glutted with Tobacco & all kinds of provisions –

We almost despair of supplying you with the large Quantities of Woolens & Salt that you want – they are scarce & command ready Cash – but we shall do our best –

As Vessells with you are difficult to procure & Markets here very low, we fear you cannot easily remit us money sufficient for the extensive Engagements we have & are to enter into – We would therefore beg leave to propose a Method which we think may be employ'd with more Success & facility than any other at present – It is, if possible, to get a Boat or two out from S. Carolina with Indigo – One Pilot Boat ballasted with that Article would yield more Money here than three or four Brigts with Flour & Tobo It is constantly worth from 6/a 12/. p lb according to Quality, & is the only Article of our Exports that can be shippd from hence to France, and the risk of getting it here will be trifling as it may be sent in such small fast sailing Vessells. –

A part of Capt Martin's Tobacco has been sold in Statia a 42/. p C[w]t & yesterday we shipped the remainder for that place.

We hope to dispatch Conway in 8 or 10 days with some Woolens, Muskets, Duck &ca & are &ca

1. Red Book, XI, Md. Arch.

21 Oct.

JOURNAL OF H. M. S. *Blonde*, CAPTAIN PHILEMON POWNOLL[1]

Octor 1776 Moored off Quebec

Monday 21 Fresh Gales and Squally, AM rec'd our Stores from the *Lord Howe* P M arrived from the Command of the *Carleton* Armed Schooner on Lake Champlain Lieutt [James Richard] Dacres, with the news of Taking and Destroying 11 Sail of Rebel Armed Vessels on the said Lake

1. PRO, Admiralty 51/118.

CAPTAIN CHARLES DOUGLAS, R. N., TO PHILIP STEPHENS[1]

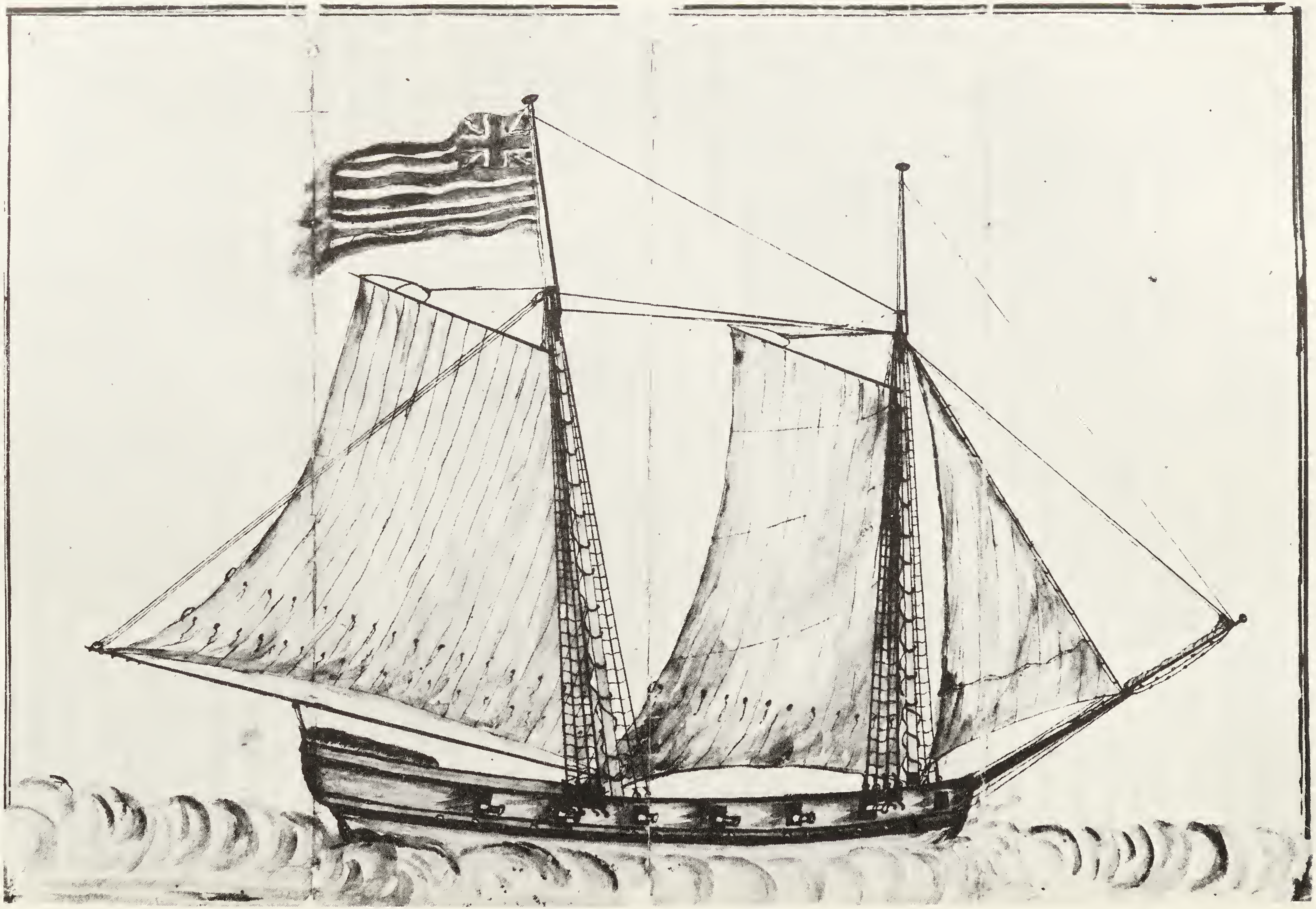
(Copy) *Isis* Quebec 21st October 1776

Sir Having for the space of Six Weeks, attended the Naval Equipment for the important Expedition on Lake Champlain, I (on the 4h instant) saw with unspeakable joy the reconstructed Ship alluded to in former Letters now called the *Inflexible* and commanded by Lieutenant [John] Schank her rebuilder; sail from St Johns twenty Eight Days after her keel was laid, towards the place of rendezvous – taking in her eighteen twelve pounders, beyond the Shoal which is on this side the Isle aux Noix, in her way up.

The prodigies of labor which have been effected, since the Rebels were driven out of Canada in creating, recreating, and equiping a fleet of above thirty fighting Vessels of different Sorts and Sizes, and all carrying Cannon, since the beginning of July, together with the transporting over Land & afterwards drigging up the two rapids of St Terese and St Johns, thirty Long boats, the flat bottom boats, a Gondola weighing about thirty Tons, and above four hundred Battoes, almost exceeds belief. His Excellency the Commander in Chief of the Army and all the other Generals, are of the opinion that the Sailors of His Majesty's Ships and Transports, have (far beyond the usual limits of their duty) Exerted themselves to the utmost, on this great and toilsome Occasion. Nor has a Man of that profession, uttered a single Words expressive of discontent amidst all the hardships they have undergone so truly patriotic are the motives, by which they are actuated. To Crown the whole above two hundred prime Seamen of the Transports, impelled by a due sense of their Country's wrongs did most generously engage themselves, to serve in our armed Vessels, during the Expedition; and Embarked accordingly. such having then been our unremitting toils, I am happy beyond Expression in hereby acquainting my Lords Commissioners of the Admiralty, that the destruction of almost the whole of the Rebel Fleet, in two several Battles on the 11th and 13th instant is our reward as may appear by a Letter of General Burgoyne's of the 12th Instant, and by the Accounts I am this day honoured with, from General Carleton, of which I send you Copies; as also by a Letter from Captain [Thomas] Pringle of the *Lord Howe* armed Ship who commands the Officers and Seamen on the Lake, and, who bestows the highest Encomiums on their behaviour in both Engagements The Rebels did by no means believe it possible, for us to get upon Lake Champlain this Year; were much surprized at the first sight of the Van of our force but ran into immediate and utter confusion, the moment a three masted Ship made her appearance being a phenomenon, they never so much as dreamt of. Thus have His Majesty's faithful Subjects here (contrary to a Crude but prevailing idea) by straining every nerve in their Countrys cause outdone them in working, as much as in fighting.

The Ship *Inflexible* with the *Maria* and *Carleton* Schooners, all reconstructions did the whole of the second days business, the flat bottomed Radeau, called the *Thunderer,* and the Gondola called the *Loyal Convert;* with the Gun boats, not having been able to keep up with them: the said Gondola was taken from the Rebels, the day the seige of Quebec was raised The loss we have sustained, considering the great superiority of the Insurgents, is very small consisting of between thirty and forty Men, killed and wounded Seamen, Soldiers, artillery men and all eight whereof were slain outwright, and Six wounded on board of the *Carleton;* as to further particulars, I must refer you to Lieutenant Dacres, who (in justice due to his merit for the part he bore in destroying the Rebel Fleet) I am happy in sending upon this occasion to their Lordships in the *Stag* Transport as also in thereby complying with the General's desire, who for the same reason, is pleased to honor him with the Conveyance of his Dispatches.

If any further occurrences happen, which may be worthy of their Lordships cognizance, they shall be the subject of some future Letter. In the



mean time, being about to prepare an Express for Lord Howe, and recommending all the Gentlemen, according to the herewith inclosed List, who have had the honor of serving His Majesty in this brilliant Expedition, to that of the present notice, or future protection of my Lords Commissioners of the Admiralty, remain &c

Charles Douglas.

P:S: Presuming that the early knowledge of this great Event, in the Southern parts of Europe, may be of advantage to His Majesty's Service I have written an account thereof to his ambassador at Madrid, by a Ship which is sailed for Barcelona with a fair wind. I hope their Lordships will approve thereof.

[Enclosures]

Copy

Officers & Petty Officers detached from His Majts Squadron in the River St Lawrence to serve on Lake Champlain

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	Capt Thos Pringle		*Lord Howe*	
	2d Lieut Jas Richd Dacres		*Blonde*	
	Lieut John Schank	Commander	*Canceaux*	
	Lieut John Starke	Do	*Maria* (recreated at St Johns)	
By Captain Douglas's appointmt	Lieut Edwd Longcroft Commander		*Brunswick*	
	3d Lieut Thomas Butler		*Isis*	
	Lieut Geo. Scott	Commander	*Gaspee*	
	2d Lieut Augt Hervey		*Triton*	
	Mr Jno Curling	Mate of the	*Isis*	Having nearly serv'd their time
	" Jas Peavey	Do	*Triton*	
lost his right arm in the Engagement	" Robt Brown	Do	*Blonde*	
	" Edwd Pelleu	Do	Do	
	" Thos Harrison	Do	*Garland*	

Midshipmen

Mr Paul Minichin	*Isis*
" Wm Anderson	
" Patk Carnegy	
" Jas Mears	*Triton*
" Thos Dalby	
" Edwd Garston	*Blonde*

A List of His Majesty's Naval force on Lake Champlain.

Ship	*Inflexible*	Lieut [John] Schank.	18 twelve pounder.
Schooner	*Maria*	Lieut [John] Starke.	14 Sixes
Do	*Carleton*	Lieut [James Richard] Dacres.	12 Sixes

Radeau	*Thunderer*	Lieut [George] Scott	6 Twenty fours 6 Twelves 2 Howitzers
Gondola	*Loyal Convert*	Lieut [Edward] Longcroft	7 Nines
	20 Gun Boats	Each a brass field piece some tweny fours to nines some with Howitzers	
	4 Long Boats	With each a Carriage Gun serving as Arm'd Tenders	
	24 Long boats	With Provisions	

A List of the Rebel Fleet on Lake Champlain

Schooner	*Royal Savage* —	8 Six pounders and 4 fours burnt 11th October at Valicour [Valcour]
Schooner	*Revenge*	4. 6 pounders & 4 fours Escaped to Ticonderogo the 13th October
A Sloop		10 four Pounders, Escaped to Ticonderogo, the 13th October
Cutter	*Lee*	One 9 pounder in her bow, one twelve pounder in her Stern, and 2 Sixes in her Sides, Abandon'd 13th October
Galley	*Congress*	Two Eighteen pounders in her bow, Two 12 poundrs in her Stern, and 6 Sixes in her sides, run on Shore & Burnt 13th Octr
Galley	*Washington*	One Eighteen, And one 12 Poundr in her bow Two Nines in her Stern, and Six Sixes in her Sides; taken the 13th October
Galley	*Trumble*	Like the *Washington,* Escaped to Ticonderogo the 13th October
Eight Gondola's		Carrying one 8 Pounder in the Bow, and two nines in the Sides, Some of these had four Guns in their Sides — One taken the 11[th] One Sunk the 11th four burnt the 13th — 1 Escaped And one Missing.
Schooner		Taken from Major Skeene was gone for Provisions
Galley	*Gates*	Expected to join them in a few days.

Copy

A List of the Seamen detached from His Majts Ships & Vessels in the River St Lawrence to serve on Lake Champlain

	Seamen
Isis	100
Blonde	70

	Triton	60	
	Garland	30	
	Canceaux	40	
	Magdalen *Brunswic* *Gaspee*	18	
	Treasury Armed Brig	90	
	Fell	30	Province armed Vessels
lately wrecked	*Charlotte*	9	
	Voluntiers from no Ship	9	
	Do from the Transports	214	
	Total	670	Exclusive of Eight Officers and 19 Petty Officers

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1. PRO, Colonial Office, 5/125, 81b, 81e, 81f, 81h.

John Langdon to Captain George Wentworth[1]

Portsmouth October 21st 1776

You have herewith a Letter from the Honle Continental Marine Committee Directed to the Honle Committee at Providence to Deliver me a Sett of Guns for the Ship *Raleigh* which You are to Receive & forward by Land to Boston, from whence they are to come by Water you are also to receive & forward a Quantity of Ball, from the Honle Committee and forward with the Guns the Memorandum of which you have herewith, I shall Depend much on your Care & Dispatch, by all means forward as soon as possible one or two of the Guns of each sort, That we may close all the Carriages (which have been laying all Summer ready for putting together [)] that we may have them all Ready by the Time the whole of the Guns get round here don't fail to write me on your Arrival at Providence, whether the Guns can be had and how soon you can get them forward That I may send a Vessel to Boston in Readiness for them

You have a Letter herewith to Messrs Clarke & Nightingale[2] Who are Gentlemen will do any thing in their Power to give you Dispatch. Your most [&c.]

J Langdon – Agent
for the United States

[Enclosure]

Memorandum of Guns & Shott for Frigate *Raleigh* of 32 Guns Vizt

26 – 12 Pounders
6 – 6 or 4 ditto

Shott	50 to each 12 Pounder round	1300
	20 ditto Chain	520
	20 ditto Cross Barr	520
	20 ditto Grape ditto	520
To each	6 or 4 Pounder –	
	50 Grape	300 –
	50 Round	300 –
20 Swivels	50 Grape to each Shott	1000 –
	50 round ditto	1000

Cap. George Wentworth [Portsmouth, October 21, 1776]

You are to Receive the above Guns & Shott from the Honle Committee at Providence & forward them, with all dispatch to Boston by Land in order to come Round here by Water from thence Your [&c.]

Jn° Langdon Agent for the
United States –

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1. John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.
2. *Ibid.*

John Langdon to William Whipple[1]

My Friend Portsmo October 21st 1776 –

Inclosed you have a Letter from your Lady which wish safe to hand, nothing material since [y]our Departure, excepting many valuable Prizes carried into Falmouth, Salem & Newbury, – The Ship *Royal Exchange* has been Tryed & Condemned, nothing allowed either to Capt or Passengers, except Wages as p Portledge Bill, – Capt Plaince had two or three Hhds of Rum which were not Included in Cargo and as he is passenger and not Intitled to Wages and of Course nothing to support him, I have given them up for his use, no doubt you'll remember what Cap. [Joseph] Olney the prize Master mentioned relative to the mutiny on board & that Cap. Bowden & also Cap. Plaince, behaved like Gentlemen of Honor by Giveing up their Arms &c for the Defence of the Ship Their Conduct since here notwithstanding their hard Fortune has been verry Genteel, well becoming the True Sons of Ireland

I have an order from the Honle Committee for Guns this Instant Received, shall send off this Day to procure them if it is to be done without Injureing those Ships at Providence my respects to Collo [Josiah] Bartlett if he is with you & all Friends – Honle Your [&c.]

J. Langdon

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[1] John Langdon Letter Book, Captain J. G. M. Stone Private Collection, Annapolis.

JOURNAL OF THE MASSACHUSETTS COUNCIL [1]

[Watertown] Monday October 21st 1776.

On Motion Ordered that as the Sloop *Tyrannicide* is now altered into a Brigantine that the Name of Sloop be erased and the name of Brigantine be inserted in the Commission of Capt [John] Fisk Commander and Jonathan Haradan's Lieut presented this day.

[1] Mass. Arch., vol. 20, 1, 2.

PETITION OF JAMES ARNAUD, MASTER OF THE PRIZE SHIP *Queen of England,* TO THE MASSACHUSETTS COUNCIL [1]

To the Honble the Council of the State of the Massachusetts Bay

The Petition of James Arnaud late Master of the Ship *Queen of England,* and brought into the Port of Boston. –

Humbly Sheweth

That one Capt Prince in a Ship belonging to Mr Thomas Russell hath liberty, and is about proceeding on a Voyage to Cape Francois, and your petitioner may have a passage in said Ship

He humbly prays your Honors would permit him to take passage in said Ship that he may get home to his Family again. –

And as in duty bound shall pray

James Arnaud

[Endorsed] In Council Octr 21. 1776 Read & Ordered that the prayer of the Petition be granted and that the Petitioner have leave to depart this State in a Ship Owned by Mr Thomas Russell whereof is Commander Job Prince bound to Cape Francois – [2]

John Avery Dpy Secy

[1] Mass. Arch., vol. 165, 367.

[2] Arnaud did not depart on the ship for Cape François. On October 24 he petitioned again, and was granted permission to leave on board the brig *Dolphin* for Spain or Portugal.

Boston Gazette, MONDAY, OCTOBER 21, 1776

Watertown, October 21.

The brig mentioned in our last, taken by Capt. [Simon] Forrester, then said to be worth £36,000, is safe arrived at Falmouth, Casco Bay, and we hear she proves to be worth more than double that sum sterl.[1]

Last Thursday a brig the fourth prize of Capt. Silas Atkins [Jr.] arrived safe at Boston, with about 1500 quintals of dry Cod Fish.[2] 'Tis said he had like to have taken a West Indiaman, a three decker, laden with cotton &c.

[1] The brig *Mary and James,* 120 tons, Thomas Moore, master.

[2] The brigantine *Montague,* Alexander Blues, master.

JOHN BRADFORD TO JOHN HANCOCK [1]

Sir – Boston 21st Octobr. 1776 –

I have the pleasure to acquaint you with the arrival of the Ship *Alexander* at Dartmouth with abot 3000 Quintals fish sent in by the *providence* Sloop Capt [John P[aul] Jones this intelligence I Recd Last Evg. in a Ltr from Messrs Watson & Spooner from Plimouth.[2] its the first line I've recd from Mr Watson since I been in this department tho I've wrote Sundry Letters to him urging the Settlement of his Accounts he now promises to get them ready soon —[3]

I pray Sir I may be favour'd with Orders how to conduct with passengers who are, or may be br[ough]t here in prizes here are several now in town who have nothing to Subsist on. their bills not obtaining Credit I have apply'd to some of the Council and they refer me to the Congress it would prevent many uneasy feelings if I knew the mind of the Hon Congress respecting that matter –

It is some time since the Appeal from the decree given against the ship *peggy* was sent to philadelphia when that matter is determin'd I shall be highly favour'd to know it, as I am Obliged to keep a person on board to pump her she being very leaky, the Beef on board her is Still unsold, as I was Apply'd to by the deputy Commissary to reserve it for the Army, but no Orders are yet come forwd to deliver it,[4] shall be glad to receive orders so Soon as may be respecting the *Lynch* as She is at present haul'd up, but rimains in pay. I have had no intelligence of the *hancock* or *Franklin* since they Sail'd wch is now four weeks But hope soon to have good tidings. the *Lee* Sail'd Last week.

this day the independant Company making a most Respectable Apperance set of[f] for Newbury to Accompany Capt McNeil [Hector McNeill] to this port in the *boston* Frigat, & this hour a large Ship from Antigua prize to the *putnam* of providence Anchored here[5]

Your friends are great disappointd in they happiness they promised themselves in Seeing you this Fall but none more than Your [&c.]

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1. John Bradford Letter Book, LC.
2. Ephraim Spooner and William Watson, Plymouth merchants.
3. Watson had been agent at Plymouth for Washington's fleet.
4. The *Peggy,* taken by Washington's schooners *Hancock* and *Franklin,* was the subject of long fruitless litigation.
5. The ship *Camden,* 300 tons, taken by the Rhode Island privateer *Putnam,* Captain Christopher Whipple.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND [1]

[Providence] October 21. 1776 Meeting in being &c

This Committee having Received a Letter from the Marine Committee at Philadelphia in which the Conduct of this Committee was much blamed, for not delivering Mr Langdon Esqr a suit of the Cannon made for Frigates

Built hear, and as their is many things bare hard on the Charrecters of the Committee Men as Merchants and as Gentlemen, Mr Ward Mr John Brown and Mr Clarke, are appointed a Committee to answer the same, and forward it by the next post.

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1. Journal R. I. Frigates, RIHS.

Newport Mercury, MONDAY, OCTOBER 21, 1776

Newport, October 21.

Since our last have arrived at safe ports; a transport snow of 250 tons, loaded with provisions for New York, taken by Capt. [Joseph] Jauncey; a bark of about 200 tons, from Jamaica, loaded with sugar, &c. taken by the *Cabot,* Capt. [Elisha] Hinman; a ship of 370 tons, loaded with fish and lumber from Nova-Scotia for Jamaica, taken by Capt. Job Pearce; a ship of about 300 tons, from Quebec for London, ballast with coal, &c. taken by Capt. [Thomas] Stacey; a schooner from the West Indies for Newfoundland, loaded with rum, &c. taken by Capt. [Abner] Coffin; and several others, but by whom taken we have not learned.[1]

There is much talk, in the French islands, of a speedy rupture between France and England, and it was said that Jamaica was actually besieged.

Capt. Vickary, in [illegible] days from Hispaniola, informs that about a fortnight before he sailed, an English frigate took an American vessel, near that island, and carried her off for Jamaica; and that a French frigate, whose topmasts were then down, got ready and sailed in two hours for Jamaica to demand the American vessel, but had not returned when Capt. Vickary came away; and that no vessel is suffered to wear English colours in any French port; but Continental colours are displayed every Sunday, and much admired.[2]

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1. For libels see *Providence Gazette,* October 26, 1776.
2. David Vickary was master of the sloop *Union.*

GOVERNOR JONATHAN TRUMBULL TO GEORGE WASHINGTON[1]

[Extract] New Haven October 21st 1776

Colo [William] Richmond with his Regiment consisting of 400 men, with 54 Whale Boats arrived some days since at New London. I have ordered him and Lieut Colo [Henry Beekman] Livingston with their men, the Whale Boats and 1200 Tons of small craft to come to me at this place without delay. They are designed for the Long Island expedition with Colo [William] McIntosh at Fairfield. They may be hourly expected — I could wish General Clinton Brigadier General of the Militia in the State of New York might be sent, to take upon him the conduct of this expedition, if he can be spared, and also to be informed whether Your Excellency would think proper to give any different orders respecting it —

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1. Trumbull Papers, XXIX, Letter Book IV, 373, ConnSL.

GOVERNOR SIR GUY CARLETON TO CAPTAIN CHARLES DOUGLAS, R. N.[1]

[No.] 201 Crown Point 21st of October 1776

Sir I have received your letters of the 8th and 13th Inst relating to the seamen whom you desire to be sent down. orders for which have already been given by me, as Captain [Thomas] Pringle will more particularly inform you of.

I am very sorry to hear you think the *Blonde* cannot winter here. I was in hopes that if she could not remain in the Cul de sac some other place might be found, such as Chaudiere or St Patricks Hole as the service very much requires her stay; for altho we have defeated the Rebels upon the Lake, and for the present made ourselves masters of it, yet as the advanced season of the year may make our establishing of this post impracticable, and therefore oblige us to fall back into Canada for our winter quarters, the Rebels may probably exert themselves to equip another fleet, and dispute the lake again with us, it is therefore of the utmost importance to His Majesty's Service that the *Blonde* as well as the other ship and as many seamen as they can bear, remain in the river St Lawrence if it be practicable, in order that we may be prepared to be before the Rebels upon the lake in the Spring.

It has always been intended by me that the victualling ships should be dispatched as fast as possible, having received an order to that effect from the Treasury, which I communicated to you some time past,[2] and gave directions about to the Lieutenant Governor at the same time, if I remember right.

Least I should not have the pleasure of writing to you again before your departure I must again thank you for the many good offices you have done, and the ready assistance you have given to His Majesty's service here, and I wish you a good Voyage and safe arrival in England. I am &c

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1. Guy Carleton Letter Book, Haldimand Papers, Additional Ms. 21699, BM.
2. See Carleton to Douglas, June 29, 1776, in Volume 5.

MEMOIRS OF WILLIAM SMITH [1]

[Manor of Livingston] 21 Octr

Collo. [Robert] Livingston made us a Morning Visit and shewed me a Copy of Genl. Arnold's Letter of 12t to General Gates. It was dated at Schuyler Island and informs him of an Engagement on the 11t. off Cumberland Bay at the North End of Lake Champlaine – He lost a Schooner with 60 Men (which was the most considerable of his Vessels) ran on Shore & burnt by the British Forces & had another Vessel sunk. He begs for Boats to meet him and two [*sic* tow] of his Fleet to Tconondèroge in Case the Wind should be southerly & says he has expended ¾th. of his Ammunition This Letter also represents that Naval Strength of Burgoyne to be a Ship of 16 Guns – about 10 or 12 more less considerable besides 15 Gondolas with large Cannon in their Prows. Arnold says the Engagemt. was from half after 12 o'Clock till 5 PM. and that his Opponents first attacked & first withdrew. By a Letter from PRL [Peter R. Livingston] of the 19t. I find that the Convention at Fish kill consider the Fleet of the Provincials as totally destroyed & that the whole Militia are ordered up on the Apprehension that the British Army will be across the Lake in a few Days. He informs me also that [Charles] Lee has repelled an advanced Party of 1500 near West Chester and that a Ship is carried into Providence bound to Quebec laden with 15000 Blankets, Linnen &c. If these Blankets are wanted there this Loss cannot be provided for this Year. Nothing could be more opportune to the Provincials. At this very Juncture private Families were in Expectation of being called upon for a Contribution to cover the naked Soldiers and the Philad: Papers sound an Alarm of the Necessity.

[1] Sabine, ed., *Memoirs of William Smith,* II, 26–27.

JOURNAL OF AMBROSE SERLE [1]

[On board H. M. S. *Eagle,* New York]
Monday, 21st. [October]

This Afternoon the *Harriot* Packet came in from England, after a Passage of 6 Weeks & 5 Days, and brought me long-expected Letters from my dearest Wife & other Friends. The Packet was attacked by a Rebel Privateer so near England as Long. 20°. and lost her Captain and 5 men who were killed in the Engagement. About 9 or 10 were wounded. The Privateer, meeting with a stout Resistance, at last sheered off; and the Packet arrived without further molestation.

[1] Tatum, ed., *Serle's Journal,* 126, 127.

New-York Gazette, MONDAY, OCTOBER 21, 1776

New-York, October 21.

On Monday last, the *Perseus,* Captain Elphinstone, with eleven Sail of Transports, having on board Troops and Provisions, arrived in Port, after a passage of eleven Weeks from Portsmouth. The *Perseus* took two Rebel Privateers and a trading Vessel with a valuable Cargo, off the Coast, and brought them safe into Port.

On Friday 65 Sail of Vessels, under Convoy of the *Diamond* and *Ambuscade,* with the second Division of the Hessians, and 1000 Waldeckers, under the command of the Generals Kniphausen and Schmidtz, and a Number of Recruits for the British Troops, in all about 8000 effective Men, arrived off Sandy-Hook. They sailed from Plymouth Sound the 27th of last July. In the Fleet were several Victualers, and Vessels laden with Draught Horses for the Train, and Baggage of the Army.

The *Unicorn* Frigate, one of the swiftest sailing Ships in the Fleet parted Company off Nantucket Shoals, in chase of an American Vessel.[1]

The *Falcon* and *Active* Frigates, and other Ships, came in from the Southward, in the Course of last week.

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1. See *Independent Chronicle,* Boston, October 10, 1776.

ALEXANDER BROWN TO VICE ADMIRAL RICHARD LORD HOWE[1]

May it please Your Lordship,

Upon the thirtieth of July last, the *Dinah* Brig a Victualler whereof I was Master sailed from St Helens under the Convoy of His Majesty's Ship *Perseus;* the Brig sailed very heavy upon a Wind in so much She would scarcely steer keeping the Helm for the post part a Lee. I kept Company with the Fleet, until the sixteenth of August, when being far to Leeward, tho' could see the Man of War back & fill his Main-Top sail, & told twenty Sail of Ships to Windward; the *Burstwick* Brig, a Victualler being to Leeward tack'd and joined me. We made the proper Signal as Leewardmost Ships: Vizt the Main-top Sail clued up with a Jack at the Main-top-mast-Shrouds; the Signal continued out from three until four O'Clock P. M. of the same Day. We kept sight of some of the Fleet 'till dark, having our Starboard Tacks on board, the Wind NWBW, lying SWBW that same Night We lost Sight of the Fleet intirely. I kept Company with the *Burstwick* & steered to Westward inclining a little Southward as the Winds permitted, and endeavoured to keep to the Westward as much as possible to shorten the distance. Upon the 24th of August I parted from the *Burstwick* & joined Company again September the first, steering as before as the Winds favoured. Upon the 18th instant at 6 A M saw a strange Ship W N W from me, it being calm & great Sea from the Westward – upon 19th at 1 P M a Breese sprung up from the Southward, the *Burstwick* being some distance from me to the N W, I steered down to join Company, this Ship did the same. the Wind coming to the Westward, I fell to Leeward of the *Burstwick* & could not join her, this Ship steered for the *Burstwick,* I stood to the Northward from them, it was dark, cloudy & variable Weather. at 6 A.M. the Ship gave Chace to me, She appeared to be a Transport, I kept on as before, having the Wind at SWBW, at 9 Do they hailed me & run up along Side, having all Hands at Quarters with lighted Matches & Tompkins out, order'd me on board with my Papers. She mounted 14 Guns formerly 16 with eight Swivels about twenty hands or Men – She proved to be the *Nancy* of London fitted out by Messrs Muir; Son & Atkinson, sailed from Cork about Six Weeks, was taken Eight Days before,[2] the Master of the Privateer not being able to man both Vessels, sent me and Company on board the *Burstwick* & set Us at liberty. Upon the 22d instant We joined His Majesty's Ship *Diamond* & fleet & kept Company 'till our Arrival at this Port.

The above account is as exact and real as I am able to give. I am, with profound respect, Your Lordship's [&c.]

Alex^{r} Brown

(Copy) Howe
Dated at New York, 21st Day of October 1776.

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1. PRO, Admiralty 1/487. Enclosed in Howe to Stephens, October 23.
2. The *Nancy* had been captured by the Massachusetts privateer schooner *Hawke,* Captain John Lee. *Nancy's* prize, the *Dinah,* was retaken by H. M. S. *Juno* on October 6, 1776, Vice Admiralty Register, vol. 5, N. S. Arch.

JOURNAL OF THE CONTINENTAL CONGRESS [1]

[Philadelphia] Monday, October 21, 1776

The Secret Committee having informed Congress that a vessel was arrived in New Hampshire, with a cargo on account of the Continent, among which was a quantity of flints,

Resolved, That the Secret Committee be directed to order 30,000 of the said flints to General Schuyler, for the use of the army in the northern department, and the remainder to General Washington, for the use of the army under his immediate command.

Congress took into consideration the form of the oath to be taken by the officers in the service of the continent, which was agreed to as follows:

I ———, do acknowledge the Thirteen United States of America, namely, New Hampshire, Massachusetts Bay, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia, to be free, independent, and sovereign states, and declare, that the people thereof owe no allegiance or obedience to George the third, king of Great Britain; and I renounce, refuse and abjure any allegiance or obedience to him; and I do swear, that I will, to the utmost of my power, support, maintain, and defend the said United States against the said king, George the third, and his heirs and successors, and his and their abettors, assistants and adherents; and will serve the said United States in the office of ———, which I now hold, and in any other office which I may hereafter hold by their appointment, or under their authority, with fidelity and honour, and according to the best of my skill and understanding. So help me God.

Resolved, That every officer who holds, or shall hereafter hold, a commission or office from Congress, shall subscribe the above declaration, and take the foregoing oath.

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1. Ford, ed., *JCC,* VI, 889, 890, 893–94.

CONTINENTAL MARINE COMMITTEE TO AUGUSTIN LAWRENCE AND SAMUEL TUDER [1]

Gentlemen – Philadelphia, 21st October, 1776.

Your letter of the 7th inst. advising that the ships *Congress* and *Montgomery* were nearly ready for launching, was received. You will observe the above names are now to be given to those ships. We are, at this distance, at a loss to direct their destination. The marine committee have therefore wrote to the Convention for the State of New-York, now at the Fishkills, requesting that they would give you proper directions relative to the launching and otherwise disposing of those ships with their stores, so as to preserve them in the best manner you can from being destroyed. You are therefore to correspond with the said Convention for that purpose.

Fra. Lewis, Phil. Livingston.

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1. *New York Provincial Congress,* II, 340–41.

Francis Lewis to Captain John Hodge[1]

Capt. John Hodge: Philadelphia, 21st October, 1776.

Sir – I have received your letter of the 18th instant. In answer thereto relative to the ship *Montgomery,* we have lately wrote the Convention of the State of New-York leaving it to them to give direction in what manner to dispose of the ships at Poughkeepsie; they are now convened at the Fishkills. If they should find it practicable to get these ships out this year, Congress are disposed to have them fitted and manned with all expedition, but in this you must consult the Convention and superintendents. If there should be a probability of getting the ships out, you should furnish us with a list of such officers as yourself with the gentlemen of the Convention shall recommend.

You may apply to the Treasurer, Mr. Denning, to draw upon me here for what money you may be in want of for your present supplies on account of your sloop freight. I am sir, [&c.]

Fra. Lewis.

To Capt. John Hodge.

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1. *New York Provincial Congress,* II, 340.

Secret Committee to William Bingham, Martinique[1]

In Secret Committee Philada October 21st 1776

Sir You have herewith a Copy of a letter we wrote you the 20th Ulto by the Sloop *Independance* Capt [John] Young which we hope may arrive safe as well as the Ship *Betsey* Capt Stevens and they will furnish you with some Funds in addition to what you received by the Brigt *Cornelia & Molly* Capt Lockard which is safely returned & by her we received your favour of the 24th Ulto the Contents whereof are very agreable, the Mollasses you remitted us sold high but we shou'd have preferred more Powder Muskets, &c We send this by the Continental Armed Sloop *Sachem* commanded by Capt James Robinson who we hope will have the pleasure to deliver it in due time

This Vessell we have dispatched for the sole purpose of bringing back such a supply of Blankets, Coarse Cloths, Coatings, Flannells & other Woolen Goods suitable for Winters Wear as you can procure in Martinico they are already much wanted & will be more so, therefore we earnestly entreat You to exert your utmost interest to procure on the best terms you possibly can a large supply of all the above Articles, You may apply what Funds You are already possessed of towards the payment for them & be assured that we shall Continue our remittances untill You discharge every debt you Contract on the Publick Account We must press you to dispatch Capt Robinson with as much of these Goods as he can take in immediately & if you can procure more than he can carry You will please to Charter or buy a Suitable Vessell to bring the surplus under his Convoy but both must be dispatched immediately. We have sent another Vessell to St Eustatia & one to the Cape[2] on the like errands & our want of these Goods is so great that many Ship load cou'd be dispensed with therefore send all you possibly can. You will supply Capt Robinson what may be necessary for the Sloops Expences & send his draft for the Amount on the Marine Committee We must not be disappointed of these Goods therefore you must pledge the Credit of the United States pretty freely and we will leave nothing in our power undone to send you supplys but Vessells are Scarce at present, If you charter one or more [to] Send with Goods, Mollasses, Coffee, Sugar &c we will load them all back with flour & Tobacco &c You shall soon hear from us again being Sir [&c.]

Rob^{t} Morris Josiah Bartlett
Richard Henry Lee Phil. Livingston
Fra^{s} Lewis

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1. Simon Gratz Autograph Collection, Case 1, Box 20, HSP.
2. The Continental brig *Andrew Doria,* Captain Isaiah Robinson, sailed for St. Eustatius, and the Continental brig *Lexington,* Captain William Hallock, for Cape François.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] October 21st, 1776.

Resolved, That Mr. [George] Gray & Capt. [Joseph] Blewer be appointed to Sound the Eastern Channel of the River Delaware, near Fort Island; to give directions for Stoping that Passage, if they should find it necessary.

Mr. Towers was directed to deliver Wm. Kinnard One Piece of Russia Duck, for making Sails for the Armed Boat *Delaware.*

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1. *Pennsylvania Colonial Records,* X, 761.

VIRGINIA NAVY BOARD TO CAPTAIN WILLIAM MITCHELL[1]

Sir,

We are inform'd by Captain Dean that you have taken three Men also lately inlisted with him as Seamen (out of your Company of Marines) from their duty on board his Vessel. – by the rules of the Navy Capt Dean had a right to inlist these Men and we therefore require you to deliver them to Captain Dean on demand. – He complains of your having treated him very ill, which will be inquird into hereafter, and in the mean time you are discharg'd from Arrest by an Order of the Board herewith sent to Captain Dean.[2]

(Signd) Thomas Whiting 1st Comr

[Williamsburg] 21st Octr 1776 –

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1. Navy Board Letter Book, VSL. Captain William Deane of the schooner *Revenge*.
2. *Ibid.*

Journal of the North Carolina Council of Safety [1]

[Halifax] Monday October 21st 1776.

Mr John Chase made Application for Letters of Marque and Reprisal for the Sloop *Polly* belonging to Ambrose [Knox] and Company, William Brown John Chase and Daniel Cartwright of this State and hath also delivered in a Schedule of the Number of Guns the names of the Officers the Provisions and Warlike Stores on Board and hath given Bond and Security agreeable to the Resolutions of the Continental Congress Resolved That Commissions issue for the said Sloop *Polly* accordingly

Whereas it hath been represented that the Armed Brig *Pennsylvania Farmer* ordered by this Board on a Cruize is not at this time fit to proceed to Sea and that the Jamaica Fleet the object in view may pass our Latitudes before the said Brig can be in readiness and thereby defeat the purpose of said Cruize

Resolved That Sylvanus Pendleton Esqr commander of the Armed Vessel *King Taminy,* fitted out by this State do immediately proceed to Sea and Cruize the Term of Six Weeks against the Enemies of the United States of America and to take as many of the British Ships as may be in his power sending the same as soon as possible into some of the ports in this State for Tryal and Condemnation and for that purpose to Cruize between the Latitudes of thirty and thirty six and that after the Expiration of the said Term of Six Weeks the said Sylvanus Pendleton shall return with the said Vessel to Occacock or some other convenient port within the Limits of this State

The Armed Vessels *King Taminy* and *Penn[s]ylvania Farmer* being ordered on a Cruize against the Enemies of the United States of America Resolved That Captain John Forster commander of the Armed Brig the *General Washington* now lying at Wilmington do proceed with all possible dispatch to Occacock Bar and to remain within the said Bar in Order to protect the Trading Vessells which may be comeing into or going out of that port until one of the aforesaid Armed Vessells shall return there or he shall be otherwise Ordered[2]

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1. Secretary of State Papers (Council of Safety, 1775–1776), NCDAH.
2. *Ibid.*, the Council notified the Commissioners at Edenton of this decision by a letter of this date.

JOURNAL OF THE GEORGIA COUNCIL OF SAFETY[1]

At a meeting of Council,

[Savannah] Oct. 21st, 1776.

Capt. Pray recommended Mr. Nudigate as his First Lieutenant, which was agreed to.

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[1] Candler, comp., *Georgia Records,* I, 209.

JOURNAL OF H. M. SLOOP *Nautilus,* CAPTAIN JOHN COLLINS [1]

October 1776	Lattde In 32..06 N
Sunday 20	at Noon Saw a Sail under the Lee gave Chace in Company with HM Ship *Galatea* & Brig First Part fresh Breezes and Cloudy Middle & Latter Light Airs ½ pt 6 PM Lost sight of the Chace at 9 Saw a Light to the WNW
Monday 21	½ pt 1 Saw a Sail Cleared Ship for Action Spoke the *Galatea* found She had taken the Sloop *Little Dolphin* of Bermuda from Philadelphia[2] Sent a Midn and 4 Men on board the Sloop A Northern Current Brot too

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[1] PRO, Admiralty 51/630.

[2] *Dolphin* was carrying much needed flour and corn to Bermuda, Howe's Prize List, March 31, 1777, *ibid.,* 1/487.

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22 Oct.

CERTIFICATE OF SIR GEORGE COLLIER, R.N.[1]

I think proper to certifye that Mr Thos Stone whom I have appointed Commissary for the Exchange of Prisoners, is at the same Time Commander of the *Pacific* Sloop, & has also the Direction of the *Hostage* Cartel Schooner — Given on board the *Rainbow* 22d Octr 1776 [at Halifax]

Geo Collier

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[1] Mass. Arch., vol. 8, 104.

New-Hampshire [*State*] *Gazette,* TUESDAY, OCTOBER 22, 1776

Exeter, Octo. 22.

Last Sunday arrived at Saco a small prize schooner sent in by the *Putnam* Privateer, John Harmon Commander, having on board 300 bushels of salt and some oyl. Next day arrived another schooner, taken by the same privateer, having on board 375 quintals of green fish, and some oyl; she brings an account of another small vessel taken that is not yet arrived, and one that they took, which was afterwards drove ashore by a frigate. — The vessel lost, but the people got on board the privateer again; the frigate drove the privateer into a harbour, and came to anchor, with intention of keeping her in; but Capt. Harmon got one of his guns ashore on a point of land, and fired on the frigate, when she returned whole broadsides into the woods at them, but did no damage. Capt. Harmon after a few shot was so lucky as to cut away her fore-stay, which obliged her to come to sail, and put to sea.

The Freeman's Journal, Tuesday, October 22, 1776

Portsmouth, Oct. 22.

Saturday last was sent into this port a prize brig, bound to Bilboa, with 2000 quintals of fish, taken by a Salem privateer.

Yesterday was brought to this town, from Falmouth, 16 English Light Horse, which were taken some time ago in a prize, and carried into that port.

Monday 14th inst. arriv'd at Falmouth (C[asco] Bay) a large ship from Jamaica, bound to London, laden with 500 hogsheads of sugar and 50 ditto of Rum, taken by the privateer *Retaliation* from Beverly, [Eleazer] Giles commander. The ship mounted 6 carriage guns and fought the Privateer two hours before she struck.[1]

Tuesday last arrived at Falmouth [Casco-Bay) a large brig (the *Mary and James)* commanded by Thomas More; she was from Falmouth in England, bound to Naples, laden with balls, boxes of goods, cocoa, pepper, allom, tin, head, &c. taken by Capt. Simon Forrester in the privateer sloop *Rover* from Salem.

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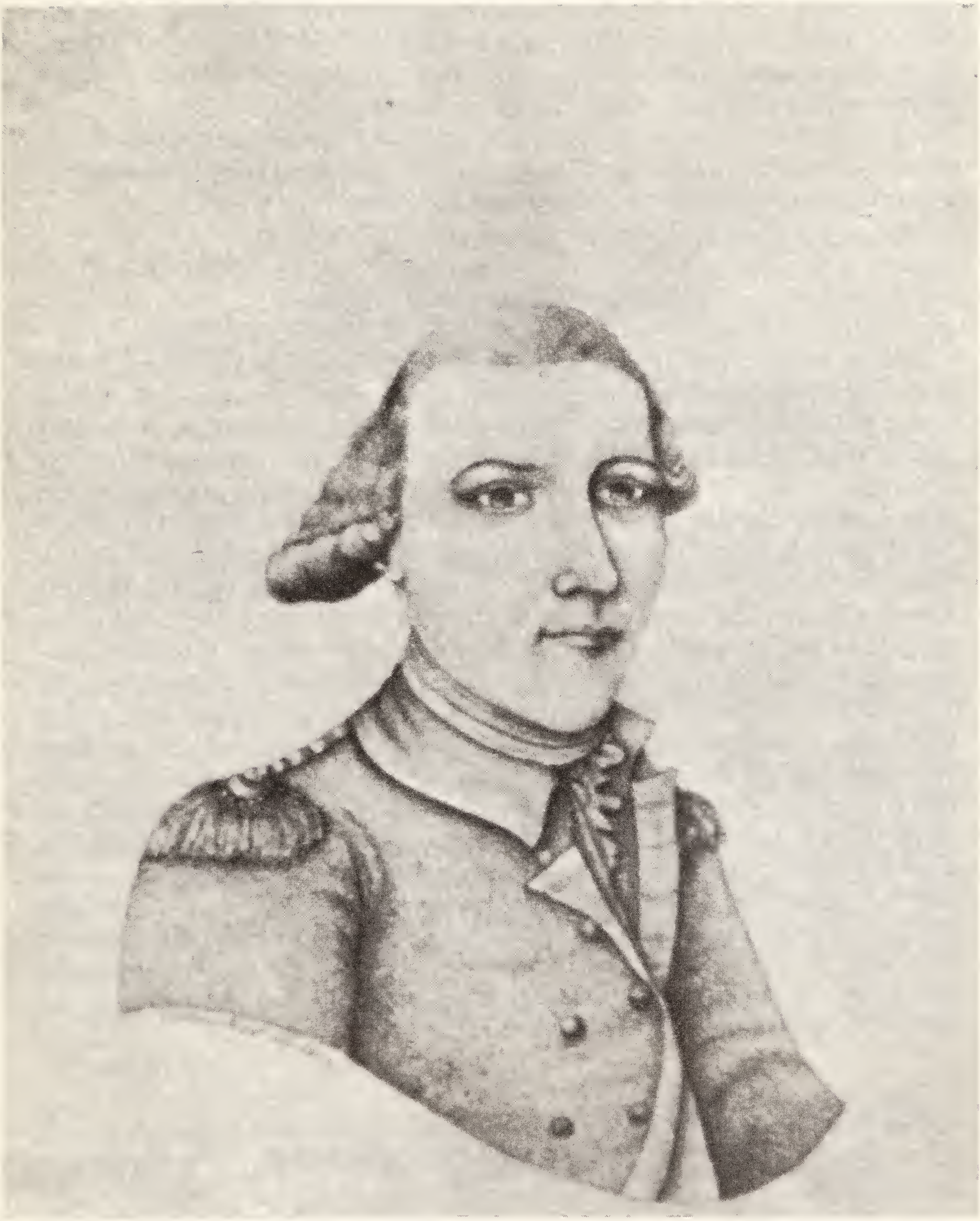
[1] The prize was the *St. Lucia,* 300 tons, George Childs, master.

Massachusetts Council to Captain John Fisk, Commander of the State Brigantine *Tyrannicide*[1]

Capt John Fisk –

The Brigantine *Tyrannicide* under your Command being properly Armed & Man'd, and in other respects fitted for a Cruise, You are hereby Ordered & directed immediately to proceed to Sea, and Use your utmost Endeavours to protect the Sea Coast, and Trade of the united States, And you are also directed to exert yourself in making Captures of all Ships & other Vessels, Goods, Wares, & Merchandize belonging to the King of Great Britain, or any of his Subjects wherever residing, excepting only the Ships & Goods of the Inhabitants of Bermuda & the Bahama Islands. And you are directed not to Cruise farther to the Southard than Lattitude twelve North, nor farther East than Longitude [illegible] Degrees West from [London] nor farther West than the Sholes of Nantucket, At all times using necessary Precaution to prevent your Vessel from falling into the hands of the Enemy –

And whereas you have received a Commission Authorizing you to make Captures as aforesaid, and a set of Instructions have been delivered you for regulating your Conduct in that Matter, these Instructions you are hereby



Captain John Fisk of the Tyrannicide.

directed diligently to attend to, and if you are so fortunate as to make any Captures you are to Order them to make the first safe Harbour within the United States of America. And you are further Ordered not to expend Your Ammunition unnecessarily, and only in times of Action or firing Alarm, or Signall Guns.

In the Name & pr Order of Council
John Avery Dpy Secy

Council Chamber [Watertown] October 22d 1776

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1. Mass. Arch., vol. 165, 377.

John Bradford to Robert Morris[1]

Sir
Boston 22d Octor 1776

I am happy in receiveing the dispatches from the secret Committe by this days post with directions how to conduct relative to the unfortunate Capt [William] Tokely & his New Master Capt [Elijah Freeman] Paine, with pleasure I acquaint you that after an interview with Mr [Samuel] Adams & Colll [William] Whipple concerning this affair, the same evening they left this Town – I saw Capt Tokely & Paine together, & heard what each had to offer – the latter is a man of great volubility, & realy offer'd such Arguments that I my self was not fully satisfied that the *Fanny* was not bound to London, he charg'd the Capt with the Crime of belonging to England, and that he was only mate of this same Brig some time ago imploy'd in being a victular to the fleet and Army, that the Brig sail'd very heavy, and that the Congress wou'd not have imploy'd a stranger to Command a heavy sailing vessell to go on such an Errand, the honest Capt never let me into the secret that he was not Master when this voyage was plann'd, which your letter inform'd me of – however Sir I was so well satisfied of the integrity of Capt. Tokely that I dispatch'd him to plimouth the 15th Inst after obtaining the mighty boon from Paine to suffer him to repair his vessell and furnish'd him with letters of credit for what he might need, I set out this afternoon for plimouth where Capt Paine happens to be fitting his privateer – I shall most strictly conform to your directions and hope my conduct may meet your approbation[2] – I am Sir with the greatest respects Yours & the Committees [&c.]

Jn° Bradford

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1. John Bradford Letter Book, LC.
2. The brig *Fanny*, Captain Tokely, sailing under order of the Secret Committee of Congress, was seized by Captain Payne in the Rhode Island privateer *Eagle*. Payne suspected that *Fanny* was en route to London. See Volume 5.

Interrogation in Rhode Island Admiralty Court of the Mate of Prize Ship *Belle*[1]

Interogations answered by Thomas Turnbull late Mate on board the Prize Ship *Belle*

Interog: When where and by whom was the Said Ship and her Cargo taken, who was the Master of the said Ship when taken, what is her Tonage, from whence and to what Port was She bound what are the Contents of her Cargo, and who are the Owners of said Ship and her Cargo?

Answr The said Ship and her Cargo upon the Fourth Day of October AD: 1776 being upon the High Seas in Lat 36.. Long 57 was Captured and taken by Job Pearce Commander and his Officers and men belonging to the private Sloop of War called the *Greenwich,* Thomas Jones was then Master She is of the Burthen of 300 Tons, She was bound from Annapolis Royal in Nova Scotia to Jamaice, her Cargo consists of 15015 Feet of Boards, 52600 Feet of Timber, 47050 Shingles, 2900 Hoops, 71056 Staves, 22191 Feet Sparrs, 280 Quintals of Fish Moses Franks of London is owner of the said Ship and her Cargo.

Thomas Turnbull[2]

Sworn to in Providence October 22: 1776 –
Before me John Foster Judge in Prize Causes

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1. Admiralty Papers, vol. 9, R. I. Arch.
2. Turnbull and six others of the crew of the *Belle,* in an undated petition to the Judge of the Admiralty asked for their wages up to the time of capture as "Your Petitioners is informed that by an Order of the Honble Continental Congress they are intitled to their wages due whilst on board of sd Ship," *ibid.*

"Extract of a Letter from Providence dated Oct 22d 1776 – "[1]

The Continental Frigate called the *Providence* is gone to Newport. The *Warren* was under Sail last Sunday, and out sails all the Boats in the River upon a Wind without Mainsail or Top gallant Sails being set. How the *Providence* sails I know not, as She went down before the Wind directly from Me. They are Two very fine Ships, and a Credit to our little State. There has been bro't into this Port 32 Prizes, a pretty good Beginning. There is now fitting out Two 20 Gun Ships, and there will be soon Two new Brigs built on Purpose for the Business to mount Eighteen 6 Pounders each – This Addition to our Fleet will make no small Show upon the List of our Naval Department. –

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1. Secretary of State Papers (Council of Safety 1775–1776), NCDAH.

Samuel Lyon to Captain John Paul Jones[1]

Sir Newport October 22nd 1776

You are desired to attend at a Court Martial to be held onboard the Ship *Alfred* at two OClock this afternoon for the Tryal of Samuel Halm or Einom James Robinson and John Robinson for Mutiny and Thomas Donehoe

By Order of the honble Esek Hopkins Esqr
Commander in Chief –
Sam. Lyon Secy

To John P. Jones Esqr Commander of the *Providence*

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1. Papers of John Paul Jones, LC.

COMMODORE ESEK HOPKINS TO CAPTAIN JOHN PAUL JONES[1]

Sir Newport October 22nd 1776 –

You are directed to go onboard the *Alfred* and take the Command of her and go to Sea with her and the *Hamden* [*Hampden*] Captn [Hoysteed] Hacker, who will be directed to keep Company with you, and follow your directions – You will form such Signals, and appoint such Rendezvous, as you think will best answer the end of keeping Company —

You are to Take all british Vessels, and all Vessels bound to any port under the jurisdiction of the King of Great Britain, except Bermudas and New Providence – You are with the Force under your Command, to endeavour all in your power to destroy all the Coal Vessels you may find at, or near the Coal Mines at the Island of Cape Breton, and do all in your power to Relieve a number of our Unfortunate brethern who are Prisoners, and employed in that cruel and hard Service – When that is effected and the Weather will permit, you are to Cruise for Transports, and other Vessels bound to Canada, or go to Newfoundland and destroy as much of the Fishery as you possibly can; if you think the Season not too far advanced. And when you think the Season too Cold for that Station, you may Cruise as long as you well can for Transports bound from Great Britain to Newyork – You may Send any Vessels into Port for Tryal, that you may think are acting detrimental to the Interest of the American States Such Vessels as you may Take, which you think are not worth your while, or may not be Convenient to send into Port, You may destroy (first taking the hands out) —

My advice is when your Cruise is over, that you return in to some Port in New England in order for a Winters Expedition

You will send your Prizes in to such Ports in the United States of America as you judge you can get them in with most Safety – You may if you please send a proper Person in a Prize, if you should take any one fit for that purpose to some Port in France; and there to sell her and Cargo, and purchase some small Armed Vessel, and with the Overplus money Lade onboard her such Goods as may answer best, for the Supply of the Navy or Army; first ballasting her with Sulphur – You giving him Orders for that Purpose — I am with Respect [&c.]

E.H Cr in Chief —

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[1] Hopkins Letter Book, RIHS. A copy is in Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 175–76, NA.

COMMODORE ESEK HOPKINS TO CAPTAIN HOYSTEED HACKER[1]

Sir Newport October 22d 1776

You are to go to Sea with the *Hamden* [*Hampden*] under your Command, in Company with the *Alfred*, and take and follow such directions as you may receive from time to time from Captn [John Paul] Jones respecting your Cruise – If you should part with the *Alfred* by accident, you are to do all in your power to join her — but should you not be able to join You are to cruise as long as you can in such Station, as you think will be most likely to intercept the Provision Vessels from Great Britain bound either to Canada or New york —

You may destroy any Ship or Ships which you cannot easily mann and send in to Port (first taking out the hands) – You will send your Prizes in to such Ports as you judge you can with most Safety get them in to any of the United States of America

E H Cr in Chief —

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1. Hopkins Letter Book, RIHS.

COMMODORE ESEK HOPKINS TO JOHN BRADFORD [1]

Sir Newport October 22d. 1776 —

The above and annex'd is a list of what Goods belonged to the Captain and Passengers onboard the Ship *Ester* sent in to Deptford by the *Cabot* — and as it has been Customary in this State for the Captains to have their private Adventures, and the Agent here has always delivered it by my Consent — and as the above Lists does not to me seem unreasonable — I think you will do well do [*sic*] deliver the same to the Persons they belong too and you may depend that in so doing you will do but right —

Lieutt [Thomas] Weaver acquaints me that the Men onboard the Prize Ship *Ester* wants some Supplys, these are therefore to desire you to Supply him with Sufficient Money for that purpose and take his receipt and Charge it to the Continent – I am &c

E H —

To John Bradford Esqr Agent for the Continent
in the State of Massachusetts Bay at Deptford
or in his absence to his Deputy there —

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1. Hopkins Letter Book, RIHS.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY[1]

At a Meeting of the Governor and Council of Safety [Lebanon] Octo. 22d, 1776.

Voted, To allow Mr. Adam Babcock & Co., to export sixty barrels of salt beef to Rhode Island, for the use of their privateer.

Voted, To sell to Mr. Adam Babcock & Co., two of the cannon and carriages taken on board the ship *Guinea Man* and brought in by Capt. [Seth] Harding to New London.[2]

Voted, To desire Mr. [Titus] Hosmer to give orders to Mr. [Abel] Buell for 40 fire-arms to be delivered to Capt. Wm. Coit for the use of the ship *Oliver Cromwell.*

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1. Charles J. Hoadly, ed., *Public Records of the State of Connecticut . . . 1776–1781* (Hartford, 1894–1922), I, 53. Hereafter cited as Hoadly, ed., *Connecticut State Records.*
2. For the Rhode Island privateer brig *Minerva* owned by Babcock.

Journal of H. M. Sloop *Senegal,* Captain Roger Curtis [1]

Octobr 76 At single Anchr in Huntingdon Bay – Loyds pt. NWbN 1 M.

Tuesday 22d AM saw the *Niger* at Anchor in the sound at 6 more Moderate Weigh'd & came to sail the *Niger* working to Windwd past by her, fir'd a six poundr at a Privateer Sloop that run into Norwalk Harbor, stood into 5 faths and run along shore as far as Fairfield at Noon the Fore NbE 6 ms
haul'd our Wind Employ'd working into Huntingdon bay at 7 Anchd with the Bt Br in 5 faths Veer'd to 1/3d of a Cable, Loyd's head NWbN 2 Leags

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[1] PRO, Admiralty 51/885.

Governor Sir Guy Carleton to Major General John Burgoyne [1]

[No.] 203 Crown Point 22nd October 1776

Sir In addition to the memorandums with which I have troubled you, to be communicated to His Majesty's Ministers; I must beg you will represent the necessity of sending out for this service, as early as possible, a Battalion consisting, at least, of three hundred seamen, it being to be wished that the expensive expedient, to which we have been obliged to have recourse this year, of detaining transports on account of their seamen, might be avoided in future, even if it should be in our power to use it; but as there may not be a number sufficient of those ships in the river to furnish us as before, we should in that case be at a loss to man our Vessels again, and it seems most probable that we shall have the same, if not a greater, occation for them next spring, At last it must be necessary to be provided against all which may happen. I find it impossible to remain here.

I wish you a very good Voyage and safe arrival in England, and hope nothing may prevent my having the pleasure of seeing you here again next Campaign. I am &c

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[1] Guy Carleton Letter Book, Haldimand Papers, Additional Ms. 21699, BM.

Governor Sir Guy Carleton to Captain Charles Douglas, R. N.[1]

[Extract]
[No.] 205 Crown Point 22nd October 1776

Sir I have already said so much to you upon the necessity of having a considerable number of seamen in readiness for the Lake Service, that I can now only repeat, for the reasons before alledged, my request that you will leave as many as possible in Canada; and that particularly the Frigates of which I wrote lately may remain, as they can furnish in the greatest proportion, and our wants will be as great the next campaign as they have been this, it being my intention, in order that our possession of the lake may be put to no hazard, to build another Vessel of equal force to the *Inflexible.*

Lieutenants Longcroft and Stone being now the only Gentlemen of the Navy, who have not received some mark of His Majesty's favour, for their services in Quebec during last winter and as they are both Officers, with whose merits you are, yourself, well acquainted, I must beg you will remind Lord Sandwich of them on your arrival in England.

Captain [Thomas] Pringle has chosen to remain in Canada. . . .

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1. Guy Carleton Letter Book, Haldimand Papers, Additional Ms. 21699, BM.

Journal of the New York Committee of Safety[1]

Tuesday Morning,

[Fishkill] Octor. 22nd, 1776.

Capt. Samuel Tuder one of the superintendents of the Continental frigates building at Poughkeepsie, attending, informed the Committee that the said frigates were by the Honourable the Continental Congress, ordered to be launched as soon as possible, that one if not both of them will be ready to be launched in a few days, but that they are at present destitute of anchors and cables. Capt. Tuder therefore requests that he may be furnished with an order on the person at the landing at Fishkill, for the loan of such anchors, cables and other stores belonging to and taken out of the vessels sunk at Fort Washington, as may be necessarily required in the launching of the said frigates. Thereupon,

Ordered, That the person who hath the charge of the anchors, cables and other stores at Fishkill landing, and which were taken from on board the vessels now sunk at Mount Washington, deliver to Capt. Samuel Tudor, or his order, such of the said anchors, cables or other stores as he may require for the use of the Continental frigates building at Poughkeepsie.

Resolved, That Mr. Gilbert Livingston be one of the secret committee directed to be sent down with the utmost despatch to Fort Montgomery, with such parts of the chain as is fixed in the logs, and that Mr. Henry Wisner, Junr. cooperate with him in carrying this measure into execution in the most safe and expeditious manner possible.

Capt. Saml Tudor, one of the superintendents of the building the Continental frigates at Poughkeepsie, informed the Committee of Safety that the said superintendents have lately received a raft of timber for which they are indebted, and daily expect some other rafts of timber for which they are to pay ready money. That the said superintendents have also some other accounts to discharge, are at present destitute of money, and cannot obtain a supply from the Treasurer of the marine committee

Mr. Tudor therefore on behalf of the said superintendents, requested an advance or a loan of £600.

Ordered, That the Treasurer of this State advance to Capt. Samuel Tudor as one of the superintendents, on his receipt, the sum of £600, and charge the same to Continental account.

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1. *New York Provincial Congress,* I, 686, 687.

General William Howe's Certificate to Daniel Chamier[1]

New York 22nd October 1776.

These are to Certify the Right Honorable The Lords Commissioners of His Majestys Treasury that John Blackburn Esquire of London hath supplied from on Board the Brigantine *Burgoyne* James Emerton Master for the Use of His Majestys Land Forces under my Command and delivered at this place to His Majestys Commissary General of Stores and Provissions One hundred and thirty Hogsheads containing Thirteen thousand Eight hundred and forty five Gallons of Rum from the Island of Montserratt And I do further Certify to the Right Honorable the Lords Commissioners of His Majestys Treasury that the said Rum is of the proper proof and Strength usual for the Rum from the said Island of Montserratt according to proof made thereof by an Instrument for that purpose and I do also certify their Lordships that no payment hath been made here to the said John Blackburn Esquire for the same and for which I have signed four Certificates of this tenor and date.

Given under my Hand at Head Quarters
W Howe

D: Chamier Commissary General

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1. Conarroe Papers, vol. 7, 26, HSP.

Journal of the Continental Congress[1]

[Philadelphia] Tuesday, October 22, 1776

Resolved, That the Commissioners going to the Court of France be directed to procure from that Court, at the expence of these United States, either by purchase or loan, eight line of battle ships of 74 and 64 guns, well manned, and fitted in every respect for service; That as these ships may be useful in proportion to the quickness with which they reach North America, the Commissioners be directed to expedite this negotiation with all possible diligence.

The Secret Committee reported, that the cargo lately imported into Portsmouth, in the brig *Marquis of Kildare,* Captain Palmer, consists of the following articles, viz. 5,000 lb of powder, 250 small arms, 100,000 flints, 4,000 yards of small canvass, 4 to 500 jackcoats, 100 knapsacks, 100 leggins, 80 large rugs, 2 bales of woollens, 1 bale of linens, and 10 tons of lead; Whereupon,

Resolved, That the powder, 100 small arms, 2,000 flints, part of the canvass, 80 rugs, and part of the lead, be applied by the continental agent for the use of the continental frigate *Raleigh*:

That 60,000 flints be sent to General Washington:

That 38,000 flints, 150 small arms, 100 knapsacks, 100 leggins, and 8 tons of lead, be sent to the northern army, under Generals Schuyler and Gates:

That the remainder of the small canvass be made into tents, and sent to the northern army:

That the jackets, if fit for soldiers, be sent to the northern army; if fit for sailors, to be distributed amongst the continental frigates at Portsmouth and Boston:

That two bales of woollens be made up into soldier's cloaths, for the northern army:

That the bale of linens, if fit for soldiers' shirts, or other purposes, for the army, to be made up, and sent to the northern army; if not suitable for public use, to be sold to the best advantage.

Mr. [Thomas] Jefferson having informed Congress that the state of his family will not permit him to accept the honour of going as their Commissioner to France, thereupon,

Resolved, That another be elected in his room.

The ballots being taken,

Arthur Lee Esqr was elected.

Resolved, That the Committee of Secret Correspondence be directed to acquaint him of his appointment, and that his powers and instructions are lodged in Paris. This to be kept secret.

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1. Ford, ed., *JCC,* VI, 894, 895–97.

WILL OF ELIJAH BOWEN, SECOND LIEUTENANT OF THE CONTINENTAL BRIG *Lexington*[1]

[Philadelphia, October 22, 1776]

I Elijah Bowen of the City of Philadelphia – considering the Uncertainty of this transitory Life, do make and declare these Presents to contain my last Will & Testament: *That is to say,* I give and Bequeath unto my Loving Friend Susannah Derry of said City all my Estate & Property wheresoever it may be found being Second Lieutenant on Board the Brigt *Lexington* – And all the rest of my Estate, real & Personal wherewith at the Time of my Decease I shall be possessed or invested or which shall belong, or of Right appertain unto me, I do give, devise and bequeath unto the said Susannah Derry her heirs & assigns for Ever–and I do hereby nominate and appoint Susannah Derry to be Sole Executrix of this my last Will and Testament, hereby revoking all former Wills and Testaments by me made, and do declare this to be my last Will. In Witness whereof, I have hereunto set my Hand & Seal, this 22d Day of October *Annoque Domini* One Thousand Seven Hundred and Seventy Six –

Elijah Bowen Seal

Signed, Sealed, and Declared to be the last Will and Testament of h[im] the said —— in the Presence of David Lapsley Sworn Will^{m} Hallock[2]

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1. Will Book W, No. 103,187,Register of Wills Office, Philadelphia.
2. Hallock was captain of the *Lexington*.

DIARY OF CHRISTOPHER MARSHALL[1]

[Philadelphia] Octr 22d 1776

. . . on the 21st arrived a Schooner with 1200 bushels of Salt (its Said) the 22d was Sent in here the Brigg *Sherburn* Capt Burnell with 589 barrels of oil, being a prize to Brig *Handcock,* Capt Newman[2] &c an accot also of an Engagment on the Lakes the 11th Instant & as the Enemy were vastly Superior, our People retreated to Crown Point &c

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1. Diary of Christopher Marshall, HSP.
2. The 75 ton brig *Sherburne,* Jonathan Bunnell, master, taken by the Pennsylvania privateer *Hancock,* Captain Wingate Newman. *Pennsylvania Gazette,* October 23, 1776.

Pennsylvania Packet, TUESDAY, OCTOBER 22, 1776

Philadelphia [October 22].

Saturday se'nnight arrived here a ship taken by the brig *General Montgomery,* she proves to be the ship *Thetis,* Capt. [Hezekiah] May, with 310 hogsheads of sugar, 90 puncheons of rum, &c. from Montego Bay for London, and belonged to a fleet of near 200 sail, who left Jamaica in August last, under convoy of two men of war. The above ship, in coming up, touched on the Cheveaux de Frize, where she would have, in all probability sunk, had it not been for the timely assistance she received from the Row Galley-men.

JOURNAL OF THE MARYLAND CONVENTION[1]

[Annapolis] Tuesday, October 22, 1776.

A petition from William Richardson,[2] setting forth, that he, at the time of the alarming appearance of a hostile fleet under the direction of lord Dunmore, on the thirteenth of July last, observed a sloop drifting towards the shore within about a mile and a half of his dwelling house, and a barge from the fleet rowing towards her, which soon scuttled the said sloop; that he went off with his own negroes, intending to board her and save every thing on board the said sloop he possibly could; that he accordingly saved and brought away a mainsail, topsail, and gib, a quantity of old iron, thirty-six pair of iron hinges, and fifty-three cow hides; and that all the said articles were sent for and taken away by captain Uriah Forrest; and praying to be authorized to receive a moiety of the said articles procured by him as aforesaid, was read and ordered to lie on the table.

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1. *Maryland Convention,* 43.
2. Revolutionary Papers, Box 12, Folder 11, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Tuesday 22d October 1776. –

Ordered that a Warrant Issue to John Newton Cook for One pound sixteen shillings for Attendance and Victualling Sick Men belonging to the *Page* Galley. — Also for six shillings for attending & Victualling Sick Men belonging to the *Lewis* Galley. –

Ordered that a Warrant Issue to Doctr Joseph S. Pell for Eight Pounds sixteen shillings and three pence for Necessaries & Medicines furnished for the use of the *Norfolk Revenge* Galley. –

Ordered that Capt Richard Taylor of the Schooner *Hornett* Land all the Stores he hath on Board his Vessel with Mr William Holt, who is to Store them, except the following Articles which he is to keep on Board, Vizt, Two six Pounders, Two two Pounders, six Swivels, two Rifles & one Musquett, 50 six pound Shott, twenty double headed six pound Shott, two two Pounders, fifty two pound Shot, Twenty Bags of Grape Shot, One hundred and twenty five Swivels, Shot, all the Powder that is made up in Cartridges, one Quire of Cartridge Paper, Seven pound & a half of Match Shott for Cannon, four Powder Horns & Priming Wires, two Worming Irons, four Iron Crows, six Handspikes, four Spunges & Rammers, Twelve Pikes, fifteen dozen Wads, twenty pound of Swan Shott, Seven Water Casks and one Harness Tubb. And then Proceed with his Vessel immediately to Hoods and have her properly fitted for going to Sea after which apply to the Board for further Orders. –

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1. Navy Board Journal, 86–88, VSL.

JOURNAL OF H. M. S. *Solebay,* CAPTAIN THOMAS SYMONDS[1]

Octr 1776	Cape Hatteras N44:52 Wt 178 Lgs
Tuesday 22	Mod: & Cloudy at 1 PM saw a sl ahead gave chace at 6 fired 4 nine pd shot at the Chace bt her too fd her to be a sloop from No Carolina bd to St Eustatia loaded with Tar & Lumber[2] took the Mastr & Men out of her & Sent some of our men on bd Tkd Ship & Made sl

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1. PRO, Admiralty 51/909.
2. Sloop *Nancy* from North Carolina for St. Eustatius, Howe's Prize List, March 31, 1777, *ibid.,* 1/487.

JOURNAL OF H. M. S. *Galatea,* CAPTAIN THOMAS JORDAN[1]

October 1777	Bermuda No 49.10 W 36 Miles
[*sic* 1776] Tuesday 22d	at 6 AM Saw two Sail to the Wtward, do gave Chace at Noon brot too the Chace, being the *William* Schooner, Josha Bunker, Mastr from Bourdeaux to Rhode Island with Powder & Small arms out 6 weeks[2] made Sail. Modt and Clear Wr Two prizes in sight

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1. PRO, Admiralty 51/380.
2. The *William* had sailed from Rhode Island for Spain in April 1776. See Volumes 4 and 5.

23 Oct.

CAPTAIN CHARLES DOUGLAS, R. N., TO PHILIP STEPHENS[1]

(Copy) *Isis* off Quebec 23d Octr 1776

Sir In addition to my Letter of the 21st I acquaint you, that I am exerting myself to the utmost in order to get the remaining Transports out of the River, the moment their Men (without whose generous Services, the expedition could not have been carried on) are returned to them, from the Lake; Pilots both here and at Sorel, being kept in readiness for that purpose. Had not the destruction of the Rebel fleet, been so nearly effected, the *Triton* and *Garland* must at General Carleton's desire have wintered here, but as matters now happily stand, I hope the former may get away; and the endeavours shall be made to hasten most of her Men down, from Lake Champlain for that purpose – The latter must winter at Quebec at all events with a view to the Service of next Spring, and moreover to take care of the people the other Ships must unavoidably leave behind, on the Lake for the completion of the little, that yet remains to be done. This His Majesty's Ship under my Command being 14 Guns short of her number Vizt Ten 12 and four 6 pounders, short of Stores, having spared of every kind to promote the expedition in question; having her Bottom injured by her passage thro' the Ice, possibly more than we are aware of; but above all the best of her Seamen on the Lake, whose return to her in due time to leave this River where it is impossible for her to Winter is doubtful and moreover having no directions how to act in that respect from our Commander in Chief, I find myself impelled to run her home – which I the less regret, as it affords me the means of providing General Burgoyne with a good conveyance – so soon as it appeared that the important undertaking of destroying the Rebel Fleet on Lake Champlain could not be carried into Execution without the Seamen from the Transports – I, at General Carleton's desire ordered Lieutenant [John] Schank, commanding the *Canceaux,* to enter as Supernumeraries for Wages and Victuals, on the books of that armed Ship, to the number of 300 Seamen to be discharged by or before the 30th of next Month excepting such of them, as from wounds or disease, should be disabled, in thus Willingly & generously thus exposing themselves in their Country's cause, who are to be treated according to the usage of the Royal Navy in all respects. I am &c

Charles Douglas

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[1] PRO, Colonial Office, 5/125, 81i.

"Muster Roll onboard the Sloop *Providence* Commanded by John Paul Jones Esqr from May 10th [1776]"[1]

Men's Names	Stations in which they have entered	Time when	Numbers	Dead, discharged, Run, turned over Promoted &c.–	Time when	For what reason
John Paul Jones	Captain	May 10. 1776	1	T. from ship *Alfred*		Order
William Grinnell	1st Lieut	April 16	2	T. from *Columbus*		ditto
John Rathbun	2d "	Feby. 10	3			
William Hopkins	Master	June 3d	4	taken from Sick quarters		do
Samuel Brownell	Actg. Master	March 14	5	Left sick at Providence	1776 June 4th	Gravell
Henry Tillinghast	Surgeon	May 12	6	taken from the *Alfred*		Order
John Margeson	Mastr Mate	June 9th	7	taken up at N. York		Having run from *A. Doria*
Joseph Brown	2d ditto	Jany. 20th	8			
John McNeil	3d ditto	" 9th	9			
Joseph Hardy	Midshipn	Jany. 23	10			
Charles Short	Clerk	May 15	11	dischd at Rh. Island	1776 Jan. 19	Inability
James Rogers	Steward	June 18	12			
William Darby	Boatswain	Feby. 17	13	T. from *A. Doria*		Left in Goal at Chester
Andrew Brewer	Carpenter	June 10	14	Run	1776 Oct. 23	
James Bryant	Gunner	Feby. 1st	15	left sick at Rho. Isld discharged	June 20	Fever
John Pynter	Armourer	Jany. 4th	16			
Isaac Kimball	Cooper	" 1st	17	Run	Aug. 12th	

“Muster Roll onboard the Sloop *Providence* Commanded by John Paul Jones Esqr from May 10th [1776]”[1]
Continued

Men's Names	Stations in which they have entered	Time when	Numbers	Dead, discharged, Run, turned over Promoted &c.—	Time when	For what reason
					1776	
John Bittingham	Cook	“ 8th	18	T. from the Hospital	June 9th	
James Bessy	Boats Mate	May 21	19			
Lillibridge Worth	Gunrs Mate	April 17	20	T. from *Columbus*	April 17	Order
Farquahar McPherson	Yeoman	Jany. 4	21	Run at Philada		
Robert Brown	A Seaman	“ 31	22			
Andrew Waylin	ditto	May 21	23	Run		
Thomas Cox	ditto	May 22	24	left sick at Providence		
Samuel Hallam	ditto	“ 21	25	T. to *Columbus*	June 9th	Order
Samuel Chapman	ditto	“ 20	26	T. to *Columbus*	ditto	do
John Dennis	ditto	May 28	27	Taken from the hospital at N. London & turned to the *Andw Doria*	June 18	do
Edward Donnelly	A Seaman	Jany. 14	28			
John Sutherland	do	Jany. 4	29			
William Bryant	Ordy Seaman	May 24	30	T. to the *Hamden*	Octob. 9	
Thomas Perfect	ditto	June 10	31	T. from *Columbus*	June 10	Order
William Abbot	do	April 17	32	Run at N. York inveighled away	June 24	
James Robinson	do	July 11th	33			
Charles Traffar	do	“ 11th	34			
George Robinson	Captn Mate	Jany. 2d	35	discharged at R. Island	June 18th	Inability

James Grinnell	Boy	April 16	36	T. from *Columbus*	April 16	Order
Edward Armond	ditto	May 12	37	T. from *Alfred* – dischd	Aug. 14	
Samuel Askins	ditto	Jany. 11	38			
James Turner	ditto	ditto	39			
Alpheus Rice	Lt. Marines	June 12	40	T. from *Andw Doria* June 10th & discharged	Aug. 12	
Patrick Russel	Marine	Dec 29 1775	41	T. from Hospital	June 9	Inability
Cornelius Dax	ditto	Jan 4th 1776	42	Taken from Hospital & exchd for Wm Bryant	May 22	
Archibald Nielson	ditto	ditto	43	Taken from Hospital	June 4th	Order
Samuel Allen	ditto	June 23	44	Td to *Columbus*	June 9th	do
Cornelius Connelly	do	June 4th	45	Run from Hospital at Providence	June 3d	
Matthew McCaffray	do	14th	46	left sick at Providence	June 6th	Fever
John Robinson	do	Feby. 8th	47	Td to *Columbus*	June 10th	Order
Daniel Pillagar	do	Jany. 3d	48	Td to *Columbus*	June 9th	do
Bryan Ryan	do	" 5th	49	T. from *Cabot* Jan 5 & Run	Aug. 14	
Archibald Edmonston	ditto	" 5th	50	T. from *Cabot*	Jany. 5	Order
Patrick McMullan	do	" 5th	51	ditto	ditto	do
Samuel Wright	do	" 5th	52	do at the Hospital Rho Isd	ditto	do
James Sinney	Marine	Jany. 6th 1776	53	T. from *Cabot*	Jany. 5th	Order
David Franks	ditto	" 5th	54	ditto	ditto	do
William Griffiths	ditto	" 5th	55	ditto		do
John McCundoe	ditto	" 5th	56	Td from *Cabot* Jan. 5th to the *Colum*	June 4th	do
William Ricketts	ditto	Jany. 23	57	Left at Narrowshock	Sept. 25	
Cambridge Grinnell	Boy	April 16	58	T. from *Columbus*. Sick at R. Isd		

"MUSTER ROLL ONBOARD THE SLOOP *Providence* COMMANDED BY JOHN PAUL JONES ESQR FROM MAY 10TH [1776]"

Continued

Men's Names	Stations in which they have entered	Time when	Numbers	Dead, discharged, Run, turned over Promoted &c.—	Time when	For what reason
		1775				
Frederick Ruffman	Marine	Dec. 20	59	T. from hospital at N. London	June 17	Order
Andrew Jeuneson	Boy	Jan. 7th 1776	60	Run at New York	May 24	do
Daniel Humphries	Prisoner	April 16	61	Td from the *Alfred* April 9th & left sick at Providence	June 4	Fever
James Howell	ditto	June 14	62	Ta from *Fly*	June 9	Order
William Braun	ditto	" 14	63	ditto	ditto	do
Edd Arrowsmith	Ensign	" 14	64	T. from R. Island Brigade	June 14	
William Babcock	Marine	" 14	65	T. from " Run at Boston	June 28	
Elias Thomas	Serjeant	" 14	66	ditto	" 28	
Joseph Nocke	Marine	" 14	67	ditto dischd	Oct. 8	
August Sanders	ditto	" 14	68	ditto dischd	" 15	
Richard Griffiths	ditto	" 14	69	ditto Run		
Elias Miller	ditto	" 14	70	ditto		
Thomas Potter	ditto	" 14	71	ditto		
Jonathan Jenks	Marine	June 14	72	T. from R. Island Brigade		
Nathan Munro	ditto	" 14	73	ditto		
James Jacques	ditto	" 14	74	ditto dischd	October 8th	
James Searles	ditto	" 14	75	ditto Run at Boston	June 28th	
Constant Whitford	ditto	" 14	76	ditto Run at R. Isld	June 22d	
Richard Pierce	ditto	" 14	77	ditto Run	Oct. 22	
Thomas Harris	ditto	" 14	78	ditto Run. Boston	June 28	

John Robinson	ditto	“ 14	79	ditto	Run	Oct. 22
John Hicks	ditto	“ 14	80	ditto		
Isaac Stearns	ditto	“ 14	81	ditto		
James Merryhew	ditto	“ 14	82	ditto	Run. Boston	June 29
Nathan Newman	Fifer	“ 14	83	ditto	discharged	Oct. 8
Samuel Peckham	Drummer	“ 14	84	ditto		
Adin Trask		“ 14	85	ditto	dischd	Oct. 15
John Jones	Landsman	Aug. 19	86			
Samuel True	“	“ 19	87			
Michael Daylee	“	“ 19	88			
Lewis Humphries	“	“ 19	89			
Joseph Veazie	Actg Master	“ 19	90	Ta from *hornet*		
John Webster	Boatswain	“ 19	91	Ta from *Hornet*		
John Deborah	do Yeoman	“ 19	92	do		
John Coossman	Gunnr Mate	“ 19	93	do	Run	Octr 20
Samuel Frye	Cooper	“ 19	94	do		
John Kitten	Capt. Clerk	“ 19	95	do		
John Williams	Landsman	“ 19	96	do		
James Crawford	ditto	“ 19	97	do		
Ezekiel Vangelder	ditto	“ 19	98	do		
John Monley	ditto	“ 19	99	do		
John Powell	ditto	“ 19	100	do		
Henry Young	ditto	“ 19	101	do		
Abraham Sing	ditto	“ 19	102	do		
Matthias Guines	Seaman	“ 19	103	do		
Aaron Quigley	ditto	“ 19	104	do		
John Stewart	2d Gunner	“ 19	105	do		
Zebulon Whippy	Mas. Mate	Aug. 26	106	do from Brig *Brittania*		
Abel Coffin	3rd Mate	Aug. 26	107	taken from the brig *Britania* & Sick at Providence		

"MUSTER ROLL ONBOARD THE SLOOP *Providence* COMMANDED BY JOHN PAUL JONES ESQR FROM MAY 10TH [1776]"
Continued

Men's Names	Stations in which they have entered	Time when	Numbers	Dead, discharged, Run, turned over Promoted &c.—	Time when	For what reason
John Coit	Seaman	ditto	108	ditto		
Richard Brainsley	ditto	do	109	do		
James Foney	do	do	110	do		
Anthoney Forrest	do	do	111	do		
Joshua Moses	Landsman	do	112	do		
Peter Peteril	Seaman	do	113	do		
Samuel Wiggs	ditto	do	114	do		
Casey Cabinick	Landsman	do	115	do		
Anna Conna	Landsman	Augt 26	116	Taken from Brig *Britannia.* Sick at Providence		
George Lovie	Actg Lieut.	Sept. 4	117	Taken from the *Sea Nymph*		
Anthony Lewis	Seaman	ditto	118	ditto		
James Bascomb	Seaman	do	119	do		
Prince William	Landsman	do	120	do		
Peter Conya	do	do	121	do		
William Tyson	Seaman	do	122	do		
William Middleton	do	do	123	do Sick at the Hospital R. Isla		
William Wells	do	do	124	do Run	October 20	
Bernard Galligher	Actg Midship.	do	125	Taken from the brig *Favourite*		
Benjamin Allen	Seaman	Septr 7-1776	126	Taken from the Brig *Favourite*		
John Wilson	ditto	do	127	ditto		
William Lewis	ditto	do	128	ditto Run	Sept. 23d	
William Roberts	do	do	129	do		

Patrick Devaraux	do	do	130	do	
James Beckup	do	do	131	do	
Thomas Birch	Boy	do	132	do	
John Traverse	do		132	do Sick at the Hospital R. Island	
John Brown	Seaman	Sept. 22	133	do	
Peter Diamond	do	Oct. 4	134		
Stephan Ryan	do	" 4	135		
James Dayly	Surg. Mate	Sept. 23	136	Sick at R. Island	
Benjamin Hill	Pilot	" 23	137	discharged	Octr 22
Jonathan Fish	Actg Midship.	" 23	138	discharged	
Thomas Brewer	Carpr Mate	" 23	139	Run	Octr 23
George Nicholson	Seaman	" 23	140		
John Fears	ditto	" 23	141		
Stephen Seamore	do	" 23	142		
Isaac Captin	do	" 23	143		

(Copy) Jn° P. Jones

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1. Transcript of Military Papers, Revolutionary War, XL, 663–66, R. I. Arch.

Court Martial of James Bryant, Gunner of the Continental Brig *Hampden*[1]

At a Court Martial held on board the Ship *Alfred* at Newport, in the State of Rhode Island, on the 23d Day of October, 1776, by Order of the Honourable Esek Hopkins, Esqr Commander in Chief of the American Fleet for the Trial of James Bryant, Gunner, of the Brigantine *Hamden,* for Mutiny

Present, Captains –	John Paul Jones	President
	Hoysteed Hacker	Members –
	Joseph Olney	
	Matthew Parke	
	Edmund Arrowsmith	
Lieutenants	Jonathan Pitcher	
	John P. Rathbun	
	Robert Sanders	
	Peter Deville	
	Edward Burke	
	William Hamilton	
	Adam W. Thaxter	

James Bryant aforesaid being brought before the Court as Prisoner on the Complaint of Philip Brown, Esqr for Mutiny on board the Brigantine *Hamden* bearing date the 20th of October 1776. The Charge being Read in the hearing of the Prisoner, he Plead Not Guilty. Whereupon the Court proceeded to examine the Evidences who Deposed as follows, Viz –

Adam W. Thaxter appeared before the Court and gave Evidence, That on the 20th of October, James Bryant applied to the Commanding Officer Philip Brown. Esqr for leave to go on shore, and upon being [refuse]d that Liberty, behaved in a Mutinous manner by giving him abusive language; and upon being again denied going on shore repeated his abusive language Collared, and otherwise abused the Commanding Officer – Afterwards questioning him concerning his Behaviour to Mr Brown he replied that Were it the Captain or Admiral he would behave in the Same Manner, and challenged Mr Brown to single Combat –

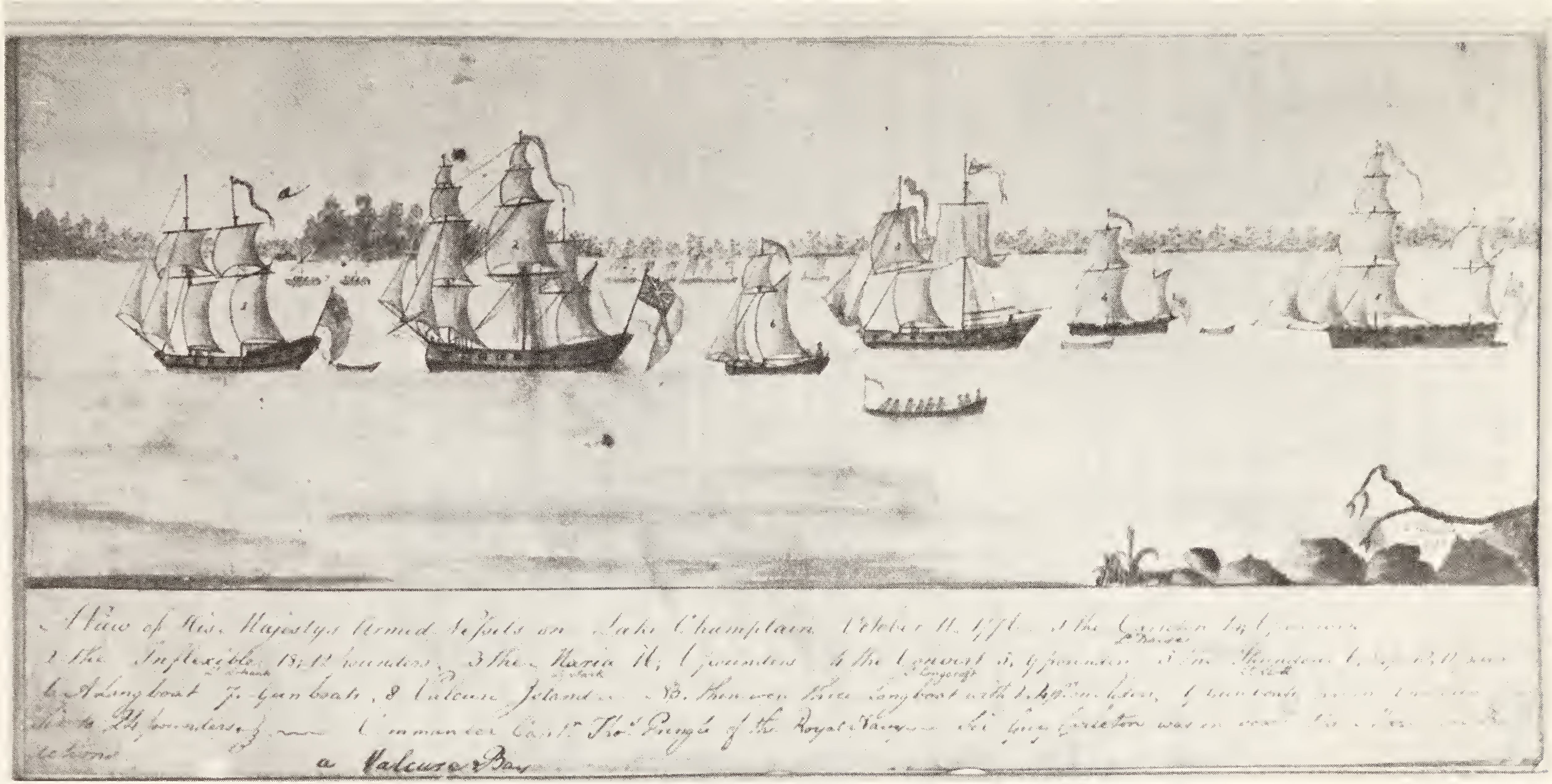
William Earle, Joseph Allen, and Willaim Wardwell all confirm the above Evidence –

Benonie Taylor confirmed the above with respect to the first part of the Evidence but was absent at the latter part of the Disturbance and further saith not –

John Davis confirmed the above Evidence, and added that Mr Brown called for a double Headed Shot –

Caleb Howard confirmed the foregoing Deposition of John Davis

The Opininion of this Court is That the Prisoner James Bryant, hath according to the laws and regulations of the Congress of the United States of America been found Guilty of the Charge alledged against him: That he


A View of His Majestys Armed Vessels on Lake Champlain October 11. 1776
1 The Inflexible
3 The Maria
Commander Capt. Thos. Pringle of the Royal Navy
a Valcure Bay

British Armed Vessels on Lake Champlain.

be Cashiered and rendered incapable of holding any Warrant or Commission in the American Service; and that he forfeit all Prize Money due to him from the American Fleet – but not his Wages – That he be Confined during the Pleasure of the Commander in Chief of the American Fleet.

Jn^{o} P. Jones President
Hoysteed Hacker
Joseph Olney
Matthew Parke
Edmund Arrowsmith
Jonathan Pitcher
John P Rathbun
Rob^{t} Sanders
Adam W Thaxter
Par douville
Edward Burke
William Hamilton

[Endorsed] Having examined the foregoing proceedings of the Court Martial, I do hereby Ratifie and Confirm the same – and Order that the said James Bryant deliver up his Warrant to the President of the Court Martial; that he be turn'd onshore
Newport October 24th. 1776 Esek Hopkins

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1. Miscellaneous Collection, vol. 15, 219, RIHS.

Governor Jonathan Trumbull to Governor Nicholas Cooke[1]

Sir New Haven October 23d 1776 –

You will find inclosed Copy of Letter from General —— Gates, from Genl Arnold respecting the Transactions at the Northward, I am further advised that after the Action of the 12th, which General Arnold describes, the Fleet under his Command began to fall down the Lake but had not got far from Schuylers Island when a Northerly Gale favourable to the Enemy pushed them up with our Shattered Fleet, and obliged them to commence a second Engagement which was continued with great Disadvantage on our Side – tho' with great Spirit and Bravery for 5 Glasses, when the Superiour Strength of the Enemy prevailed to the almost total Ruin of our Fleet; – General Arnold in the *Congress* Galley fought till he could stand no longer, run her on shore, burnt her & escaped – General Waterbury fought the *Washington* till she was Sinking under him, he was obliged to strike and was made a Prisoner, tho it seems he is returned to Ticonderoga, probably on his Parole, and is expected here soon, Colo Wigglesworth in the *Trumbull* is got to Ty – and is the only Galley saved, one Galley, not compleated, is safe, our strenght on the Water now Remaining is one Sloop, 12 Guns, Two Schooners, 8 Guns each, Two Galleys & one Gundola – what it was before these Rencounters the inclosed Copy of a Return will shew. – The Enemies Strenght appears larger than at first, it is as follows –

1	Ship	18	12 pounders	
1	Schooner	14	6 Ditto	
1	Do	12	Do Do	
1	Redeaux	6	24	all Brass
		12	12	
		4 –	8 Inch Howitzes	

28 Gondolas – 1 Gun each – 12 – 18 – & 24 Pounders, 1, 8 Inch Howitzer. Our People are all Retired to Ticonderoga, where it is their Design, it is said, to force the Enemy to make an Attack on our Works at the French Lines by the Crown Point Road by obliging them to Land below our Army, that they will lay our two remaining Galleys in the Channel, where their Fire will cooperate with the Jersey Redoubt, and the Battery on Mount Independance by this means they hope to prevent their passing higher up than our advanced posts. – I hope for a more full and particular Account from General Waterbury who is soon expected here. –

Colo [William] Richmond came to this Town by Land yesterday, and Waits here for his Regiment to come in the Whale boats, which are hourly expected –

Mr Hazzard will communicate his knowledge from General Washington's Head Quarters – which is the fullest that I have – I am with Esteem and Regard Sir [&c.]

Jon^th^ Trumbull

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1. Letters to the Governor, vol. 8, R. I. Arch.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY[1]

At a Meeting of the Governor and Council of Safety [New Haven] October 23d, 1776.

Voted, That Mr. Levi Young be and he is hereby appointed Master of the ship *Oliver Cromwell;* and his Honor the Governor is desired to grant him a warrant to exercise the said office accordingly.

Voted, To order Capt. Harding with the brig *Defence* to sail on a cruise against the enemies of these States for about two months.

Voted, That Capt. Wm. Coit with the ship *Oliver Cromwell* under his command be ordered on a cruise of about two months. *Orders given Octr 23d, 1776.*

Voted, Give orders to Mr. Nathll Shaw junr, to supply the ship *Oliver Cromwell* and the brig *Defence* with suitable stores of every kind for a cruise of two months each. *Orders given Octor 23d, 1776.*

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1. Hoadly, ed., *Connecticut State Records,* I, 54.

BENJAMIN HUNTINGTON TO THE CONNECTICUT COMMITTEE OF THE PAY TABLE[1]

New Haven Octor 23d 1776

Draw on the Treasurer of this State for the Sum of two Hundred Pounds in Favr of Capt Uriah Hayden of Say Brook towards Payment for his Building the Ship *Oliver Cromwell* and to be in Account

By Order the Govr & Council of Safety
Benj Huntington Clerk P. T.[2]

To the Committee of Pay Table }
£200 –

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1. Conn. Arch., 1st Series, IX, 122a.
2. *Ibid.*, 121a. An order was also issued this date to pay £75 to "Capt. Benj Williams of Say Brook for Iron Work Done by him for the Ship *Oliver Cromwell* . . ."

Connecticut Journal, WEDNESDAY, OCTOBER 23, 1776

New Haven, October 23.

We hear, that near 200 sail of the enemy's fleet, are this side of Hell-Gate, the chief of them lying near Hart-Island.

The Post who arrived from the Northward yesterday informs, That General Waterbury, with one hundred of our people who were taken prisoners, in our unsuccessful engagements on the Lake, the 11th and 12th instant, are released, on giving their paroles, and are now on their way to their homes.

Capt. Ephraim Goldsmith, of this town, is said to be slain in the above engagement.

VICE ADMIRAL RICHARD LORD HOWE TO PHILIP STEPHENS[1]

Number 10. *Eagle* Off New York
Sir, October the 23d 1776.

I take the Opportunity of writing by a Victualling Transport returning to Cork in the Service of the Army, to give their Lordships the earliest Intelligence of the Arrival of the second Division of the Hessian Troops with the *Diamond, Ambuscade,* and *Unicorn,* the 18th Instant: Captain [Charles] Fielding having conducted the Transports under his Convoy with so much Prudence and Success as not to have lost a single Ship on the Passage.

The Commanders of the *Daphne* and *Perseus* have not been equally happy in their Endeavors. The first arrived on the 3d and the latter on the 16th of this Month. Of the Transports which sailed with the *Daphne,* the *Henry and Ann* is still missing; As are also the four Victuallers, the *Hayfield, St George, Friendship* and *George,* that came out under the care of the *Perseus.*[2] The *Dinah* Victualler, another of the same Convoy, hath been taken as represented in the Relation of the Master enclosed. But no Account has yet been received of the other Victuallers since their Separation.[3] A Copy of the Report has been sent to Captain Elphinstone for his Observations thereon. These I shall have to transmit for their Lordships Information, when he returns from the Cruising Service on which he is now employed.

The different Corps of Troops from the Transports beforementioned, have been landed; The last of the Hessian Reinforcement to-day; at Myers Neck, a Peninsula near New Rochelle, that is deemed the best situated Post for preserving an open Communication with the Fleet, since the last Landing and Movement of the Army to the Eastward of the Rebel Forces assembled on the Side of Kingsbridge, on the 18th Instant.

As from the Nature of the Conveyance it is un[certain] when this Letter may be received, I have confined [my] present Report to the Arrival of the Convoys. I am Sir [&c.]

Howe

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1. PRO, Admiralty 1/487.
2. Transport *Daphne* and the four provision ships mentioned by Howe were taken as prizes and carried into American ports. *Independent Chronicle,* Boston, October 10, 17, and 24, 1776.
3. See Alexander Brown to Lord Howe, October 21, 1776.

Diary of Frederick Mackenzie [1]

[New York] 23rd Octr – Some of the Captains of The Navy who attended for the Regulating of the boats and vessels when they went through Hellgate with the Army the Morning of the 12th Instant, have since declared that it was a most hazardous enterprize to go through a Channel of that dangerous nature with such a fleet, and before it was daylight. What made it still more dangerous was, that an unexpected fog came on early in the morning, which prevented them in a great degree, from seeing the boat and buoys which had been previously fixed to mark the proper channel. It was too late when the fog came on to postpone the movement; the troops and everything necessary were embarked and the wind and tide answered exactly; therefore notwithstanding the hazard it could not be delayed. I dare say at the moment the Army began to move the General and Admiral would have compounded for the loss of one or two hundred men. Fortune however favored the bold: – only one boat, having on board an officer and 25 Artillery men and 3 6 prs was sunk. All but 4 men and the guns were saved, which was more than could have been expected. Everything else got safe through that dangerous passage, where at all times, except at high & low water, the tide runs with the utmost rapidity, forming dreadful whirlpools, and at half tide roaring over the masses of Rocks which project into, or rear up their broken heads in the middle of the Channel. In one place if the Stream catches a boat or vessel, it is drawn into a kind of whirlpool or Eddy, where it is carried round several times with great violence, and then if not sucked in, is thrown on the adjacent rocks, and dashed to pieces. One boat with a Detachment of Grenadiers was caught into this place, and after some turns round was thrown upon the shore, but fortunately the men got out safe, and soon after got into another boat and followed the Army. This passage is thought extremely dangerous by those who are best acquainted with it, and who take every advantage of winds, tides, and other circumstances. When I was formerly quartered at New York, I frequently went out as far as Hellgate to see vessels go through, especially when there were any which carried topsails, and the Pilots were generally under much apprehension when they had such vessels under their charge. Those men were in the utmost astonishment to see Ships of War of 44 Guns, Frigates, Transports full of troops, Horses & Waggons, and flat boats with troops and artillery, attempting and accomplishing so difficult an undertaking, with such a trifling loss. To any other nation the obstacles would have seemed insurmountable.

Since the Army went through, I have frequently seen large transports go through Stern foremost, with all sails set and filled, the strength of the tide overcoming the power of the wind upon the sails. Some officers of the Navy say this is the safest way, as the ship has better and more certain Steerage.

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1. *Mackenzie's Diary,* I, 84–86.

Continental Marine Committee to Commodore Esek Hopkins[1]

Sir Philadelphia October 23d 1776

Since our last to you we are informed that the *Galatea* a New 20 Gun Ship with the *Nautilus* of 16 Guns are gone to Cruize of[f] the Capes of Virginia These ships you will endeavour to fall in with and take or destroy in your way to Cape Fear. We are also informed that the *Raven* of 20 Guns & the *Sphynx* of 16 – have quitted Georgia and South Carolina but where gone we know not. You may take with you to the Southward both the Rhode Island Frigates as well as the *Cabbot* if they are ready, and we write to North Carolina to have two fine Brigantines belonging to that State in readiness to join you, they have 16 Guns each and near 100 men. You had best send one of your Fleet into Occracock Inlet for them as they are in there – We understand the sloop *Providence* Capt Jones has put into Rhode Island, you may add him to your Fleet and then you'l be very Strong, As this Service to the Southward is of much publick importance, we expect from Your Zeal and Attachment to the Interest of the United States, that you proceed on and execute this Service with all possible vigor and despatch. Wishing you health and success we are Sir [&c.]

P. S. We are informed that two British ships of War passed the other day along the Jersey Shore, Steering Southward. We know not whether to Cruize off the mouth of Delaware or to join the Southern Ships. But we deem it highly proper that you provide yourself with a very quick Sailing tender commanded by a Spirited sensible and Skilful man to precede your Fleet and bring you intelligence of the number force and situation of the Enemy's Ships. It might not be amiss for you to remain a short time within the Capes of Virginia until the Tender should reconnoitre & inform you of the State of things at Cape Fear.[2]

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1. Harbeck Collection, HUL.
2. The postscript is not with the letter, but is in the Hopkins Papers, RIHS.

Continental Marine Committee to Captains John Manley, Hector McNeill and Thomas Thompson[1]

Gentlemen [Philadelphia] October 23d 1776

We expect the Continental frigates *Hancock, Boston* and *Raleigh* under your respective commands, are either now ready for the Sea, or shortly will be so. You are hereby directed to act in concert and Cruize together, for the following purposes, and on the following Stations. Your first object must be to inform yourselves in the best manner possible, if any of the British men of war are Cruizing in the bay of Boston or off the Coast of Massachusets, and all such you are to endeavour with your utmost force to take, sink, or destroy. Having effected this service you are to proceed together towards Rhode Island, and there make prize of or destroy any of the enemies Ships of war that may be found Cruizing off the Harbour or Coast of Rhode Island.

The Prizes you make are to be sent into the nearest Port. When you arrive at Rhode Island if Commodore Hopkins should not be already sailed on his Southern expedition, and the two frigates built in that State should not be ready for the Sea, in that case you are to join Commodore Hopkins, and proceed with him on the said expedition producing those orders to him to justify the measure – But if the Rhode Island frigates should be ready for the sea there will be no occasion for you or either of you to go Southward. and you will then proceed taking with you any Continental Vessel that may be at Rhode Island and ready if Commodore Hopkins should be sailed before you come there, and proceed to Cruize against the enemies Ships & Vessels that may be found of[f] the Coast between the Harbour of Newport and the Banks of Newfoundland.

We have no doubt from your zeal and attachment to the cause of America, that you will execute this service with all possible dispatch and vigor, and so bid you heartily farewell. –

[1] Marine Committee Letter Book, 39, NA.

Continental Marine Committee to the Governor and Council of Safety of North Carolina[1]

Gentlemen [Philadelphia, October 23, 1776][2]

We have ordered Commodore Hopkins immediately to proceed to Cape Fear in the state of North Carolina with the following Vessells under his command viz.

	The *Alfred* of	30	Guns	
	Columbus	28	do	
	Cabot	16	do	
	Hampden	16.	do	
	Providence.	10	do	
Continental Frigates	*Warren*	32	do	if these two last
	Providence	28	do	

mentiond can be made ready in season. The Object of this expedition is to take or destroy the Brittish men of War in the River of Cape fear, or any others cruizing upon the southern coasts with a view to distress the trade of your's and the neighbouring states. Strong as the Commodore may be with the force which accompanies him from Rhode Island, yet as we wish to put as little as possible to the hazard but to pursue this measure with the fullest confidence of success we request that you would upon the earliest intimation of Commodore Hopkins being off your coast dispatch the two provincial Armed Vessels and any others which may be under your control to join him and cooperate in this important expedition in the event of which your state is particularly and essentially interested. You will therefore hold your Vessels in perfect readiness to comply with this requisition.

We beg leave to hint to you the necessity of providing skilfil pilots for conducting the Commodore that he may suffer no delay or run any risque from his Ignorance of the Coast of No Carolina.

As the Success of this Attempt depends much upon the Secrecy with which it may be conducted we need say nothing to urge you to the strict Observance of this Injunction – We are Gentlemen [&c.]

John Hancock
Rob^t Morris
Richard Henry Lee
Josiah Bartlett
Fra^s Hopkinson
Fra^s Lewis
Will Hooper

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1. USNAM.
2. The date is given in the letter book copy, Marine Committee Letter Book, 39, NA.

Robert Morris to Silas Deane[1]

Sir Philada October 23d 1776

We lately wrote you very fully by Mr Wm Hodge junr who went passinger in the Sloop *Independance* to Martinico from whence he wou'd proceed to France & deliver you sundry dispatches from this Committee, amongst the rest was the plan of a Treaty with the Court of France & Instructions of Congress relative thereto & this day we have enclosed you Instructions relative to Treaties with other Nations & sent them under Cover to Wm Bingham Esqr at Martinico. Enclosed herein are Triplicates of the whole which we send by the Brigt *Lexington* Wm Hallock Esqr Commander under Cover to Mr Stephen Ceronio at Cape Francois to be forwarded from thence to Messrs Delap at Bourdeaux & we hope in due time you will receive the whole safely. For & on behalf of the Committee of Secret Correspondance I am Dr sir [&c.]

Rob^t Morris

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1. Charles Roberts Autograph Collection, 733, HCL. Copy in Papers CC (Other Reports of Committees of Congress), 37, 71, NA.

COMMITTEE OF SECRET CORRESPONDENCE TO STEPHEN CERONIO, CAPE FRANÇOIS [1]

Sir, Philada October 23d 1776

The Inclosed letter was wrote and Signed before we had an opporty to transmit it and having now So good a conveyance as the Brigt *Lexington* we transmit the Same to you as an official Letter from the Committee of Secret Correspondence which you'l observe is distinct from the Secret Committee with whom you also correspond, by this letter you'l find we expect Some Arms, ammunition money or Cloathing may be Sent out by Our Agent Mons. Hortalez — to the Governor at Cape Francois, with orders for the delivery of them to whoever may be properly empowered by Congress to receive the Same, that power is granted to you, and you'l please to apply to the Governor with our respectful Compts., desire to know if he has received Such Supplys if he has produce the letter to him if he has not, then request he will inform you when such Supplies do Arrive or any advice respecting them — When you receive the Goods in consequence of this appointment, Ship a quantity of them by the *Lexington* if they are Ready, if not you may Charter Suitable French Vessels to bring them here dividing them into many Bottoms and Sending an Assortment Consisting of part of every Article you Receive, In short you must transmit the Whole to us in the Safest and most expeditious manner you can Contrive, Consigning to this Committee for the Use and on Acct of the United States of America We are sir [&c.]

B F
R M

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[1] Papers CC (Other Reports of Committees of Congress), 37, 79, NA.

COMMITTEE OF SECRET CORRESPONDENCE TO SILAS DEANE[1]

Sir Philada Octr 23d 1776

We have already wrote you two letters of this date by different Conveyances, the present we send by the *Andrew Doria,* Isaiah Robinson Esqr Commander for St Eustatia from whence it will be sent to Wm Bingham Esqr at Martinico and by him be transmitted to you in a French Bottom. You will find enclosed Two Resolves of Congress passed yesterday, from one of them you will learn that Thomas Jefferson Esqr declined going to France & that Arthur Lee Esqr of London is Elected to serve as a Commissioner in his stead. You will therefore contrive to give him immediate Notice to repair to you & then deliver him that resolve & the enclosed letter. By the other Resolve you will see that Congress direct you to procure Eight Line of Battle Ships either by Hire or purchase. We hope you will meet immediate success in this application and that you may be able to influence the Courts of France & Spain to send a large Fleet at their own Expence to Act in Concert with these Ships, which shou'd be expedited immediately with directions to the Commander to make the first Port he can with safety in these States preferring this, if Winds & Weather favour him. And he must also have instructions to Subject himself totally to the orders of Congress, after he arrives. We are sir [&c.] Signed by.

B. Franklin Wᵐ Hooper
Rᵗ Morris Dᵈ Witherspoon
Richᵈ Henry Lee

[Endorsed] a true Copy from the original by

Robᵗ Morris

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1. Charles Roberts Autograph Collection, 733, HCL.

Committee of Secret Correspondence to Arthur Lee[1]

Sir: Philadelphia October 23d. 1776

By this conveyance we transmit to Silas Deane, Esq. a resolve of the Honble the Continental Congress of Delegates from the Thirteen United States of America; whereby you are appointed one of their Commissioners for negotiating a treaty of Alliance, Amity, and Commerce with the Court of France, and also for negotiating Treaties with other nations agreeable to certain plans and instructions of Congress, which we have transmitted by various conveyances to Mr. Deane, another of the commissioners. – We flatter ourselves from the assurances of your Friends here, that you will chearfully undertake this important business and that our Country will greatly benefit of those abilities and that attachment you have already manifested in sundry important Services, which at a proper period, shall be made known to those you woud wish.

Robᵗ Morris B. Franklin

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1. Papers CC (Letters from Arthur Lee), 83, I, 25-26, NA.

Pennsylvania Gazette, Wednesday, October 23, 1776

Philadelphia, October 23.

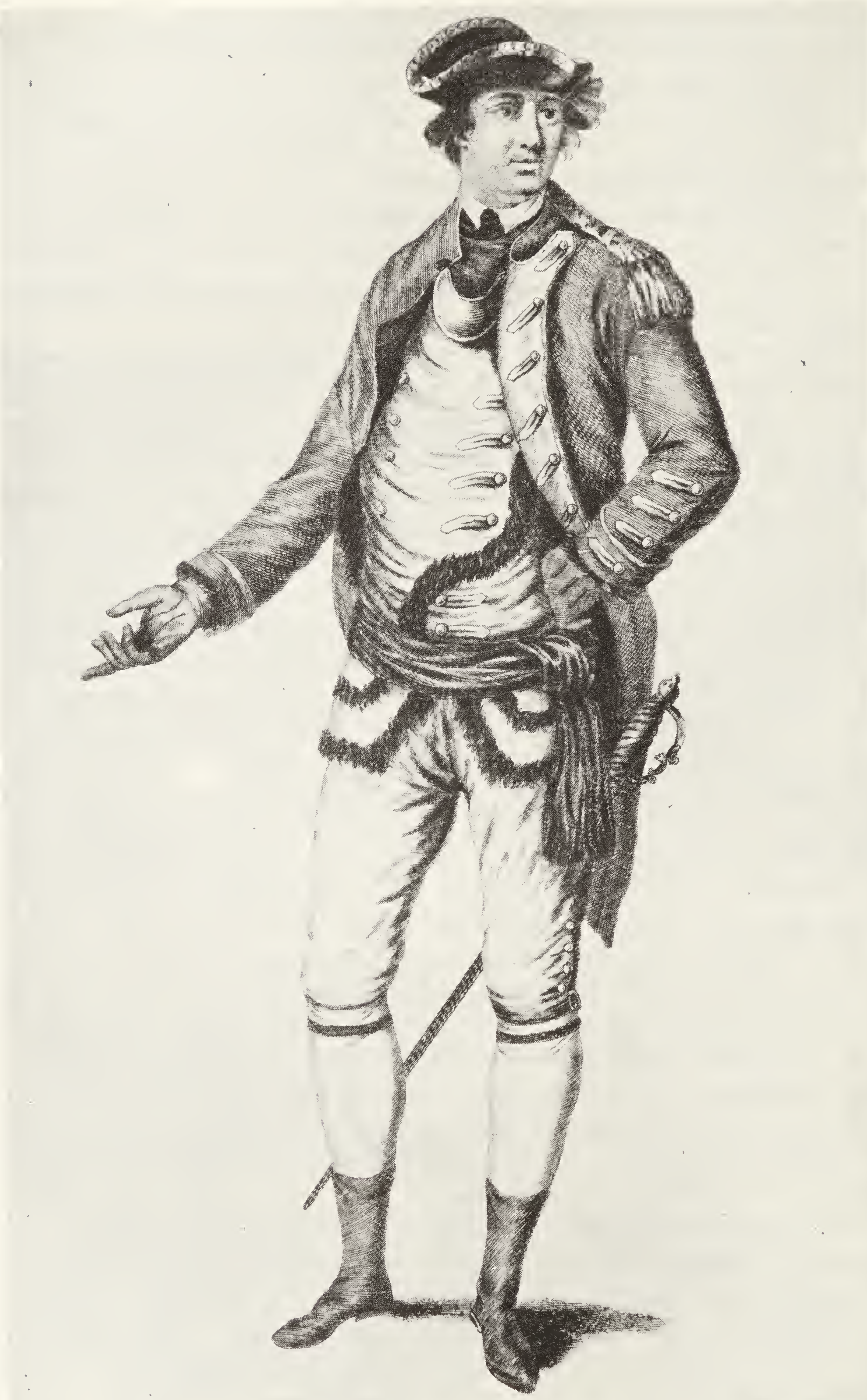
Intelligence received in Congress, October 21st, from the Middle and Northern Departments.

That on the 11th instant, at 8 o'clock in the morning, the enemy's fleet on Lake Champlain, consisting of one ship mounting 16 guns, one snow mounting the same number, one schooner of 14 guns, two of twelve, two sloops, a bomb ketch, and a large vessel, (her force unknown) with fifteen or twenty flat bottomed boats or gondolas, carrying one 12 or 18 pounder in their bows, appeared off Cumberland Head: General Arnold with his forces immediately prepared to receive them – At 11 o'clock the attack began, at half past 12 the engagement became general and very warm; some of the enemy's ships and all their gondolas beat up and rowed within musket shot of our fleet. They continued a very hot fire with round and grape shot till 5 o'clock when they thought proper to retire about six or seven hundred yards distance, and continued there until dark. Gen. Arnold and his troops conducted themselves during this action with great firmness and intrepidity, and made a better resistance than could have been expected against a force so greatly superior — the whole of our killed and wounded amounted to about 60. The *Philadelphia* gondola and a schooner were lost in the engagement, but all the men were saved. The enemy landed a large number of Indians on Schuyler's Island and on each shore, who kept up an incessant fire, but did little damage. The enemy had to appearance upwards of 1000 men in batteaus prepared for boarding.

The enemy's force being so greatly superior, it was determined in Council to remove to Crown Point, in order to refit and collect our force. At 2 o'clock, P.M. the 12th, our fleet weighed anchor, with a fresh breeze to the southward: the enemy's fleet at the same time got under way: Our gondolas [made] very little way ahead. — In the evening the wind moderated, and we made such progress, that at six o'clock next morning we were about 28 miles from Crown Point. The enemy's fleet was very little above Schuyler's Island, the wind breezed up to the southward, so that we gained very little by beating or rowing; at the same time the enemy took a fresh breeze from the N.E. and, by the time we had reached Split Rock, were along side of us. The *Washington* and the *Congress* were in the rear, the rest of our fleet were ahead, except two gondolas sunk at Schuyler's Island. — The *Washington* galley was in such a shattered condition, and had so many men killed and wounded, that she struck to the enemy after receiving a few broadsides. The *Congress* was then attacked by a ship mounting 12 eighteen pounders, a schooner of 14 sixes, and one of 12 sixes; two under her stern and one on her broadside, within musket shot: The enemy kept up an incessant fire about five glasses with round and grape shot, which was returned as briskly. The sails, rigging and hull of the *Congress* were shattered and torn in pieces; when, to prevent her falling into the enemy's hands, Gen. Arnold, who was on board, ran her ashore in a small creek ten miles from Crown Point, where after taking out her small arms she was set on fire, with 4 other gondolas; with whose crews the General reached Crown Point that evening, luckily escaping the savages, who way-laid the road in two hours after he had passed it. — Of our whole fleet we have saved two gallies, two schooners, one gondola, and one sloop.

Gen. Arnold behaved with such intrepidity, that he covered the retreat of the few vessels we saved at the expence of one third of his crew — Our commanders and men behaved most gallantly; some vessels having lost all their officers, fought notwithstanding, and refused to yield but with their lives. The enemy acknowledge our bravery, and confess their loss of men equal to ours.

Our troops are now busily employed in compleating the lines, redoubts, &c. at Crown Point, expecting the enemy to attack them with their fleet and army. But as the season is now far advanced, and our men are daily grow-



Major General Arnold

Wounded Dec 31–1775 at the attack of Quebec.

ing in health, they have the most flattering expectations of maintaining their post against any force the enemy can bring.

N.B. Two of the enemy's gondolas were sunk the first day by our fleet, and one blown up with 60 men.

A schooner, Captain [Alexander] Wilson, bound from Boston for Bourdeaux, was taken about five days after she sailed, by the *Perseus* man of war, of 20 guns, lately arrived from England; after taking out the master and mate, they put two midshipmen and four sailors on board, to navigate her to New-York, but she ran ashore last week near Sandy-Hook, and was taken possession of by our troops, who saved the cargoe, and it is thought the vessel may be got off. The midshipmen and sailors were made prisoners, and arrived here last Monday night.[1]

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[1] Schooner *Betsey*, with dyewood and potash, Howe's Prize List, March 31, 1777, PRO, Admiralty 1/487.

LUX & BOWLY TO THE MARYLAND COUNCIL OF SAFETY[1]

[Extract] Baltimore 23d Oct 1776

Gentlemen, Capt Kelty [John Kilty] applied to us yesterday for Cordage to fit out the *ninety two* but we have met with such difficulty in procuring Hemp to go on with the engagements we are already under, that we cannot furnish Him, unless you think proper to take off so much as he may want, from the quantity we are to furnish for the Gondolas &c, and then we apprehend it will be impossible to get riging for them til next Summer.

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[1] Red Book, XI, Md. Arch.

JOURNAL OF THE MARYLAND CONVENTION [1]

[Annapolis] Wednesday, October 23, 1776.

On motion of Mr. [Thomas] Johnson, Resolved, That the Council of Safety be empowered to give a bounty of twenty dollars to each able seaman, and ten dollars to each landsman, who shall inlist to serve in the marine service of this state during the war, or until discharged by the supreme authority of this state; and that the Council of Safety may also order any vessel now fitting, or which shall be fitted under the resolutions of Convention, on such cruize as they may think fit; and further the Council of Safety may retain any men who shall voluntarily offer and subscribe articles for a cruize only, without any bounty or wages, and any prizes which may be made, as to those who go on bounty and wages, shall be divisable according to the resolutions of Congress, two thirds to the public, and one third to the crew, but as to those who shall enter for the cruize without bounty or wages, the division shall be one half to the public, and one half amongst the crew, according to the common practice of privateers.

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[1] *Maryland Convention,* 44.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Wednesday 23d Octr 1776. –

Present Mr [Champion] Travis –

Ordered that the keeper of the Public Magazine deliver unto Capt. John Calvert One hundred & fifty pounds of Gunpowder for the use of the *Norfolk Revenge* Galley.

Ordered that the keeper of the Public Store deliver unto Capt John Calvert five hundred Pump Nails, One hundred four penny Nails, two Lanthorns, One Speaking Trumpett, thirty Yards of thin Canvas & twenty pr of Shoes for the use of the *Norfolk Revenge* Galley. –

James Tenant is recommended to his Excellency the Governor and the honble the Council as a proper person to be appointed second Lieutenant of the *Norfolk Revenge* Galley. –

Ordered that Mr Benjamin Powell deliver unto Capt Bright Thirty Yards of Bunting for the use of the Brig *No hampton.* –

Ordered that the keeper of the Public Store deliver unto Capt John Calvert Twenty three Sailors Jacketts for the use of the *Norfolk Revenge* Galley. –

Ordered that a Warrant Issue to Sally Spottswood for One pound twelve shillings for Nursing two sick Men belonging to the *Hero* Galley as p Acct –

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1. Navy Board Journal, 88–89, VSL.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS[1]

Sir, Williamsburg Octr 23d 1776 –

You are desir'd to send down immediately the amount of the C[ables] furnish'd each Vessel as we are in want of it to lay before Convention – You are also desir'd to send down as soon as possible to James Town an eight Inch Cable, twenty five fathoms long, for the use of the *Revenge* Galley – Captain Calvert. I am by order of the Naval Board Your h'b'le Servant

Thomas Whiting 1st Comr.

To Captain Charles Thomas mannager of the Ropewalk Warwick –

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1. VSL.

JOURNAL OF THE NORTH CAROLINA COUNCIL OF SAFETY [1]

[Halifax] Wednesday October 23d 1776

Whereas by Resolve of this Board of the thirtieth of September last Joshua Hampstead Esquire commander of the Armed Brig *Pennsylvania Farmer* was directed to proceed to Sea and Cruize for the Term of one Month within eighty Leagues of the American Shore, and whereas the time and distance prescribed in the aforesaid Resolve may in a measure frustrate the Intentions of the said Voyage Resolved That the said Joshua Hampstead be permitted to Cruize for the Term of Six Weeks between the Latitudes of thirty and thirty six for the purpose aforesaid.

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1. Secretary of State Papers (Council of Safety, 1775–1776), NCDAH.

24 Oct.

SIR GEORGE COLLIER TO CAPTAIN HENRY MOWAT, R. N.[1]

In consequence of Information that several vessels are expected to arrive in the different Ports of New England with Supplies for His Majestys Rebellious Subjects; You are therefore hereby required and directed to proceed immediately to Sea with His Majesty's Ship under your Command, and Cruize between Cape Cod and Monhagen in New England, using your utmost Endeavors to prevent their receiving those Supplies by Seizing the Ships or Vessels charged with them; You are to use every Attention to Protect the Trade of His Majesty's faithful Subjects, and to give them all the Assistance in your Power; to promote which the destruction of the Piratical Privateers of the Rebels is to be one of your principal Objects.

And As by the Capture of several of these Armed Pirates, your Number of Prisoners may become so large, as to be very inconvenient, you are at liberty in that case to send in a Flag of Truce to Marble Head, with a Letter addressed to Mr Nathl Tracey of Newberry Port (who is the Agent for the Exchange of Prisoners on the part of the Rebellious Inhabitants of Massachusetts Bay,) by a discreet Officer, and to demand an equal Exchange in Rank and Number of the Kings faithful Subjects who may at that time be Prisoners with the Rebels; but if there should not be so many then ready to Exchange, the Officer is to procure a written Promise from Mr Nathl Tracey to release an equal Number, if so many should ever fall into their Hands.

And as Lord Viscount Howe has signified a disinclination to distress the unarmed little Fishing Boats on the American Coast, as the doing so, has been the means of driving the Fishermen either, to enter for Privateers, or into the Rebel Army for a Subsistance; I would recommend to you to further his Lordships benevolent Intentions in respect of those People, when you find them, neither from Numbers or Arms, capable of molesting the Property of the faithful Subjects of the Crown.

You are to continue upon this Station so long as your Provisions may last, or 'till further Order, and then return to this Port.

Given on board His Majesty's Ship *Rainbow* in the
Harbour of Halifax the 24th of October 1776
Geo: Collier

To Captain Henry Mowat
Commander of His Majesty's Ship *Milford*.[2]

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[1] PRO, Admiralty 1/1611, 2, 13.

[2] "Capt. Mowat . . . was appointed by the Senior Officer at Halifax to Command the *Milford* Frigate in the absence of her Captain at Sick Quarters and he cruised in her on the coast of New England from October to the last of December." "Services of Henry Mowat, R. N.," *Collections and Proceedings of the Maine Historical Society* (Portland, 1891), 2nd series, II, 345–75.

James Warren to Samuel Adams[1]

[Extract] Watertown, Octr. 24th, 1776

. . . a few prizes are daily dropping in. it is reported that a ship with forty light Horse on Board has been taken in the Channel of England by a Salem Privateer after an Obstinate Engagement, in which the privateer lost seventeen men. we are about moveing to Boston haveing taken the Room belonging to the County. . . .

Our Naval Operations are Counteracted and discouraged by many sagacious devises of our Enemies or pretended Friends, but truly the lovers of Mammon, some of which I think should be Immediately remedied. A Vessel is sent out with orders to return directly back, or with Letters of that purpose, but designed only to shew upon a certain Occasion. She is on her arrival in the West Indies, Britain, or some such places Registered in the Name of some Person there, and then is Completely fixed [fitted]. the last is to Guard her against the British Cruisers, and if she is taken by ours, she is Claimed by the Original Owner, and the other said to be only designed for a protection against the Men of war, and to support the pretence the Orders and Letters are advanced. by this means a very profitable Trade is Carried on to Hallifax, Newfoundland, and the W. India Islands, etc., etc., and when they have been taken many of them have been [torn]

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1. *Warren-Adams Letters,* II, 439–40.

Articles of Agreement by Crew of the Massachusetts Schooner *Run Fast*[1]

We the Subscribers do Acknoledge to have Shipt ourselves, on Board the Schooner *Run Fast* [Nehemiah] Somes Master, to Proceed in Said Schooner from Boston to Virginia & Maryland, & back again: to do our duty on Board & on Shore during said Voyage, For such monthly wages & Priviledge & is sett Against our Names, to have One months pay before sailing the Remainder to be paid at the Discharge of said Schooner in Boston — as Witness our hands this Twenty fourth day of Octobr 1776 —

1776
Octo 27 I Aaron Riggs Am Content as Mate for four Pounds Sixteen Shills P m & Forty Bushells Privelidge
Recd amonths pay Aaron Riggs Juner

1776
his
Octo 21 I Jepter X Loyd – Am Content as Seaman for Four pounds
mark
Ten Shills P mo & twenty Bush Privelidge
his
Recd a Months Pay, Jepter X Loyd
mark

1776
Octo 23. I Phelep MrCouil Am Content as Seaman for Four pounds
Ten Shills P mo & Twenty Bushs Privelidge
Recd amonths pay Philip McCouif

1776
Octo 27. I Samuel Whorff Am Çontent as Seaman four four pounds
Ten Shills P mo & forty Bushs Privelidge
Recd a months pay Samuel Whorff

[Endorsed] Capt N. Somes Shiping paper 1 Voyage Oct 1776

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1. Andre de Coppet Collection of American Historical Manuscripts, John Cushing and Samuel White of Boston, Papers relating to the ship *Run Fast,* PUL.

CUSHING & WHITE TO CAPTAIN NEHEMIAH SOMES[1]

Sir Boston Octo 24. 1776 –

We have Appointed you master of our Schooner *Run Fast,* & having all things ready our Orders Are –

You Proceed to Yocomoko,[2] Where youl find Letters for you from Capt Saml Leighton to whome you are Consignd youl follow his Orders, where you are to Proceed from thence, Diliver your Cargoe to him & Receive such a Cargoe as he Inclines to ship on board you & make all prudent dispatch for Boston.

You are well Acquainted with Danger of both Coasts & Men of Warr. The Greatest Prudence, dispatch & a Good Look out is Absolutely Necessary, Wishing you a Good Voyage & safe Return are Your [&c.]

[Endorsed] A True Coppy of my Orders left with my Owners wch I promise to follow – Nehemiah Somes[3]

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1. Privateers, Cushing & White, PM.
2. Yeocomico, Virginia.
3. *Ibid.,* Somes' receipt for the cargo including brown sugar, rum and salt.

Independent Chronicle, THURSDAY, OCTOBER 24, 1776

Boston, October 24.

Yesterday Capt. Daniel Harthorne arrived at Salem from a Cruize. On his Passage he met with an armed Packet, which he attacked. In the Engagement (which lasted two Hours) he lost three Men killed, and nine or ten wounded, himself slightly. Since which, he has taken and sent into Cape-Ann, a Prize Snow, with Oats, &c.[1]

The Privateer commanded by Capt. [William] Carleton,[2] which sailed from Salem, on a Cruise, about four Weeks since, was taken near Canceau, by the Brig *Hope,* Capt. [George] Dawson, a few Days after leaving Port, and carried into Halifax. Capt. Carleton, with some of the Crew made their Escape by swimming ashore.

To be sold by Public Auction, On Thursday the 31st of October, On the Long Wharf, in Boston, The Cargo of the Prize Ship *Caladonia,* Consisting of 209 Hogsheads and 11 Barrels, choice Sugar, and 129 Hogsheads of Choice Grenada Rum.

The Sale will begin at Ten in the Morning.

W. Greenleaf, Auctioneer.

1. The snow *Jenny,* William Cummings, master, taken by the Massachusetts privateer schooner *Free American.* This issue of the newspaper contains notice of the arrival of several other prizes.
2. The Massachusetts schooner *General Gates.*

LIBELS FILED AGAINST PRIZES IN THE MASSACHUSETTS ADMIRALTY COURT FOR THE MIDDLE DISTRICT [1]

State of Massachusetts-Bay }
Middle District, ss. } To all whom it may concern.

Notice is hereby given, That Libels are filed before me, against the following Vessels, their cargoes and appurtenances; viz. – in behalf of Capt. Elijah Freeman Payne and his company, of the armed Schooner called the *Eagle,* against the Ship *Venus,* burthen about 160 Tons, George Colas, late Master; against the Ship *Caledonia,* burthen about 100 Tons, Alexander McKinlay, late Master. – In behalf of Capt. Jonathan Greely and his Company and the Owners of the armed Schooner *Speedwell,* against the Snow *St. George,* burthen about 120 Tons, Benjamin Bidgood late Master. – In behalf of the Officers, Company and Owners of the armed Schooner *Dolphin,* against the Schooner *Prosperity,* 40 Tons burthen, Josiah Beal late Master. In Behalf of Capt. William Carleton and his Company and the Owners of the Schooner *General Gates,* against the Schooner *Dragon,* burthen about 60 Tons, Abraham Knowlton, late Master. – In behalf of Capt. James Godfrey and his Company, and the Owners of the Sloop *Lady Washington,* against the Ship *Marshall,* burthen about 265 Tons, Miles Lowley, late Master. In Behalf of Capt. Silas Atkins jun and his Company and the Owners of the armed Schooner *Boston,* against the Ship *George,* burthen about 200 Tons, George Grey, late Master, and against the Brigantine *Montague,* burthen about 70 Tons, Alexander Blues, late Master. In Behalf of Capt. Daniel Waters and his Company in the Continental armed Schooner *Lee,* against the Schooner *Sally,* burthen about 40 Tons, Jesse Noble, late Master. In Behalf of Capt. Abraham Whipple and his company of the Continental armed Ship *Columbus,* against the Brigantine *Lord Liffold,* of about 80 tons burthen, John Jones, late Master. In Behalf of Capt. William Coas and company and the owners of the armed Schooner *Warren,* against the Ship *Sarah and Elizabeth,* of about 300 Tons burthen, James Foot, late Master. In Behalf of Capt. John Gill and his Company and the Owners of the Schooner *Independence,* against the Brigantine *Catherine,* burthened about 100 Tons, Robert Oram, late Master; and against the Brigantine *Polly,* burthened about 100 Tons, Robert Efford, late Master. In Behalf of Capt. Simon Forrester and his Company and the Owners of the sloop *Rover,* against the Brigantine *Good Intent,* of about 100 Tons burthen, William

Davis, late Master; and against the Brigantine *Sarah Ann,* of about 100 tons burthen, Gregory Potbury, late Master. In Behalf of Capt. Eleazer Giles and his Company and the Owners of the Brigantine *Retaliation,* and the Officers, Company and Owners of the Sloop *Wolfe,* against the Brigantine *Hiram,* of about 50 Tons burthen, Daniel Thrasher, late Master. In Behalf of Capt. John Lee and his Company and the Owners of the Letter of Marque Schooner *Hawke,* against the Ship *Nancy,* of about 250 Tons burthen, John Cowan, late Master. All which Vessels, their Cargoes and Appurtenances, so libelled, are said to have been taken and brought into the Middle-District aforesaid. And for the Trial of the Justice of these Captures, the Martime Court for the Middle-District will be held at Salem, in the County of Essex, on Tuesday, the Nineteenth day of November, 1776, at the Hour of Ten in the Forenoon, when and where the Owners of said Captures, or any Persons concerned, may appear and shew Cause, if any they have, why the same, or any of them, should not be condemned.

Tim Pickering, jun. Judge of said court.

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1. *Independent Chronicle,* Boston, October 24, 1776.

LIBELS FILED AGAINST PRIZES IN THE MASSACHUSETTS ADMIRALTY COURT FOR THE SOUTHERN DISTRICT [1]

State of Massachusetts-Bay, }
Southern District, ss. } To all whom it may concern.

Notice is hereby given, That the Maritime Court for the Southern District will be held at Plimouth in the county of Plimouth, on Tuesday the 12th day of November, A. D. 1776, at the Hour of Ten in the Forenoon, to try the justice of the following Captures, viz; – Of the Schooner called the *Lively,* of about 40 Tons burthen, lately commanded by John Homer, jun; Of the schooner called the *Roebuck,* of about 50 Tons burthen, lately commanded by Gideon White. — Of the Schooner called the *Deborah,* of about 25 tons burthen, lately commanded by Solomon Kendrick. — Of the Schooner called the Earl Percy, of about 30 Tons burthen, lately commanded by Nathaniel Atkins. — Of the Brigantine called the *Fanny,* of about 90 Tons burthen, lately commanded by William Tokely. — Of the ship called the *Maria,* of about 450 Tons burthen, lately commanded by Elijah Hall. – Of the Ship called the *Capel,* of about 320 tons burthen, lately commanded by John Auling. Of the Brigantine called the *General Wolfe,* of about 140 Tons burthen, lately commanded by John Wilson. – Of the Brigantine called the *John,* of about 100 Tons burthen, lately commanded by Thomas Wallis. – Of the Brigantine called the *Maria,* of about 120 Tons burthen, lately commanded by Richard Nickols. – Of the Brigantine called the *Generous Friends,* of about 160 tons burthen, lately commanded by John Hill. – Of the Ship called the *Betsey,* of about 250 Tons burthen, lately commanded by Thomas Archdeacon. – Of the Ship called the *Alexander,* of about 250 Tons burthen, taken by the armed Sloop called the *Providence,* in the Service of the United States, commanded by John P. Jones: – Against which Vessels, their Cargoes and Appurtenances, Libels are filed before me, they having been brought into the Southern-District aforesaid –

A Libel is also filed before me, in Behalf of the Officers, Marines, Mariners and Owners of the armed Sloop called the *Independence;* against Part of a Cargo (viz. 51 Bags of Cocoa, One Bale of Cotton, six Quarter-Casks of Wine, 3 half Johannes, and 3 Guineas) taken on the High Seas, out of a Brigantine called the *Freedom,* commanded by Robert Wallis, bound on a voyage from Grenadoes to London.

All Persons claiming Property, in any of the aforesaid Captures, or concerned therein, may appear and shew Cause (if any they have) why the same should not be condemned.

N. Cushing, Judge of said Court

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1. *Independent Chronicle,* Boston, October 24, 1776.

COMMODORE ESEK HOPKINS TO JOHN LANGDON[1]

Sir Newport October 24th 1776 –

Upon the Tryal of Samuel Erlom and Thomas Donehoe for Mutiny onboard the Ship *Royal Exchange,* it appeared that the Mutiny was encouraged or put on foot by the former Captn of her; in which he Employ'd his Steward to promise them twenty Guineas a Man, and half the Ship and Cargo when they should arrive in England – and on this Intelligence I think it will be right for you, at least to stop his private Adventure, 'till the matter is clear'd up –[2] Sir you are hereby Impowered to act as Agent for the Officers & People belonging to the American Fleet, for all Vessels that may come within your State – I am in behalf of the Officers and People Sir [&c.]

E. H

To John Langdon Esqr. Agent for the American
Navy in the State of New Hampshire

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[1] Hopkins Letter Book, RIHS.

[2] Hopkins became convinced that Captain Lawrence Bowden was "innocent of Seducing the People to Retake the Ship," and ordered that part "of his Adventure" be released to him. Hopkins to Abraham Whipple, November 12, 1776, *ibid.*

COMMODORE ESEK HOPKINS TO THE CONTINENTAL MARINE COMMITTEE [1]

Gentlemen Newport October 24th. 1776 –

Since I wrote you last, Captn Jones in the *Providence* has arrived here with three Prizes, and one Ship is arrived at Bedford – Inclosed is a Copy of the account of his Cruise that he gave me – The *Cabot* has sent one Ship in to Providence and yesterday Lieutt [Thomas] Weaver of the *Cabot* came here from Bedford, where he arrived two days ago in another Prize Ship – he informs me that when he left the *Cabot* she had taken five Ships and a Brig all from Jamaica – one of them a three decker with upwards of Sixhundd hogsheads onboard –

The *Alfred* is now mann'd, and under Sailing Orders with the *Hamden* – Captn Jones of the *Providence* has the Command of her – Inclosed you have a Copy of the Orders I have given him, and hope they are such as will meet with your approbation – The Reason of my giving Orders to Captn Jones to attempt to destroy the Ships and their Works at the Coal Mines was, that I receiv'd certain Intelligence by a Master of a Vessel directly from there, that there was near twenty Vessels, and one hundred Prisoners employed in that Service; guarded by twenty six Soldiers, the *Savage* Sloop of War and [George] Dawsons Brig–[2] and one of them generally at Louisburgh – One of the new Ships came down from Providence yesterday, the other got aground, but I expect her down here the first fair Wind. They are nearly fitted every way for the Sea, all but Men, which they have about one hundd and fifty each – Shall now give my whole attention to their Manning –

If you have any particular Service for them, should be glad to receive it. I think they will be ready to Sail as soon as your Orders can reach here; and I hope near mann'd

The *Columbus* is Clean'd, taking her ballast onboard, Rigging and fitting as fast as possible – The Sloop *Providence* will haul in to the Wharf to morrow in order to clean Shall get them out as soon as possible, but expect to meet with great difficulty in getting Men — The Privateers being so plenty, and having great Success that the Men look on their Shears better than what they have in the Navy – I am with great Respect Gentlemen [&c.]

E. H –

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1. Hopkins Letter Book, RIHS.
2. H. M. Sloop *Hope*.

Assignment of Prize Money by Daniel Cocarry of the Connecticut Privateer Sloop *American Revenue* [1]

Stonington The 24 October 1776

For The Consideration of Forty Tow shillings L money sd Money Being Advancd & Paid I bind And Ablige my Self to goe A Croose in the Sloop *Amarican Revinue* Samuel Champ[lin] Commander For John & Peleg Brown whoe are to have All My Right And Share of Prize Money that Shall be Taking by sd Sloop Or Any Other Vessel with in The Term of Eight Month From this Date as Witness My hand

In Presants off his
Elihu Cheesebrough Daniel X Cocarry
Lemuel Peirson Mark

[Endorsed] Capt Jonathan Leeds Sir Please to Take Care of the Above Indian as wee have Shipt him Peleg Brown

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1. Nathaniel and Thomas Shaw Letters and Papers, NLCHS.

JOURNAL OF LIEUTENANT WILLIAM DIGBY [1]

[Rivière Sable]

24 [October]. Lieut. Gen. Burgoyne sailed in the *Washington* prize for St Johns, from when[c]e he was to go by land for Quebec, where a frigate was ready to sail with him to England, as it was then determined the army was to return to winter in Canada, & make their appearance early the following season before Ticonderago, when every thing necessary for the reduction of that fort would be in greater readiness, & the season more favourable for our operations than so late in the year; during which time our fleet would be masters of the Lake, & the severity of the winter too great for them to build any vessels that could obstruct our movements early in the spring; even at that time the cold was very severe, & our tents but a small covering against it.

[1] Digby's Journal, BM.

CONTINENTAL MARINE COMMITTEE TO CAPTAIN LAMBERT WICKES [1]

In Marine Committee
Philada Octor 24th 1776

Sir,

The honble Congress of the United States of America have directed us to commit the *Reprisal,* under your command to the management of the Committee of Secret Correspondance for the present voyage or Cruize, you are therefore to receive and obey the orders of that Committee.

To us however you are to communicate such occurances as ought to be known by those who Superintend the American Navy. to us you must in due time transmit, Copies of your Journal and Log book, and to us you are accountable for the care of your Ship, her Stores Materials, Provisions &c. We recommend particularly that you preserve Strict Discipline amongst your officers and Men always using them well, but compelling them if needfull to do their duty, and if you Make prisoners we are Sure it will gratify your Own feelings to treat them with humanity. We hold you in Much esteem and flatter ourselves your Conduct in the Service will always be such as to merit the Continuance of it from Sir [&c.]

[1] Papers CC (Other Reports of Committees of Congress), 37, 83, NA.

COMMITTEE OF SECRET CORRESPONDENCE TO CAPTAIN LAMBERT WICKES [1]

Sir: Philada October 24th 1776

The Honourable Congress having thought proper to Submit the Ship *Reprisal* under your command to our direction for the present voyage or Cruize. You are to be governed by the following orders.

The Honble Docter Franklin being appointed by Congress one of their Commissioners for negotiating some publick business at the Court of France. You are to receive him and his Suite on board the *Reprisal* as passengers whom it is your duty and we dare Say it will be your inclination to treat with the greatest respect and Attention and your best endeavours will not be wanting to make their time onboard the Ship perfectly agreeable. –

When they are on board you are to proceed with the utmost dilligence for the port of Nantes in France where they will land and there you will deliver their baggage &c. It is of more importance that you get Safe and Soon to France than any prizes are that you cou'd take, therefore you are not to delay time on this outward passage for the Sake of Cruizing, but if you are beset with Contrary Winds or during the passage be So circumstanced that Docter Franklin may approve of your Speaking any Vessels you see, do therein as he Shall direct

We understand the Secret Committee have put on board the *Reprisal* A quantity of Indigo this you must land at Nantes immediately on your arrival and deliver it to their order and they have directed their Agents to Supply you immediately with whatever refreshments or necessarys you may Stand in need of, We deem it Essential to the Success & Safety of your Ship that you Make a very Short Stay in the River of Nantes, it is equally so that you Keep totally Secret where you are bound from thence or what your business, these things premised we take it for granted your Stay will not exceed more than two or three days, and that you will rather dispose people to think you are returning back here again but you are directly to proceed on a Cruize against our Enemies, you have the Resolves of Congress by which you well know who they are, by them you will know what Ships you are authorized to make prize of and the Resolves of Congress must be the Rule of your Conduct. We think you had best proceed directly on the Coast of England up the Chann[el] before they can have any Notice of you, and we judge every day if not every hour you are there will give you opportunity of making prizes; you will Always have some of the French ports at hand either to Send in your prizes or to run into yourself if chased by Superiour force Docter Franklin will make application at the Court of France for the protection of Their ports to the *Reprisal* and her prizes and we hope he will be Successfull therein. However we propose as follows — Should you take one or two valuable prizes with woolen or Linen goods on board, or Such Cargoes as you know us to be in immediate want of, that you dispatch them immediately under the command of trusty officers and Men for this port. If you Meet other vessels partly loaden with Such goods that you take as many of them on board your own Ship as you conveniently can, and that you Send all the other prizes you take, immediately into Some of the ports of France with orders to apply at Dunkirk to Messrs. P. Stival & Son Merchants – at Havre-de-Grace to Mr. Andrew Limozin Mercht – at Bourdeaux to Messrs. Samuel & J Hans Delap Merchts – at Nantes to Messrs. Pliarne Penet & Co., at any other port to apply to the Commander thereof for protection untill he receives orders from his Court on the Subject, and with these orders will also come instructions from Dr. Franklin, Silas Deane, Esqr. and Dr. [Arthur] Lee or Some of them which he must obey, you may direct all the prize Masters to wait in port for your further orders provided the above Gentlemen write that they will be protected, but if that protection is not granted They must then apply to our Agents for Such Supplies as are Necessary, and push away immediately for this Continent making the first Safe port the[y] Can. We are Convinced you will treat all prisoners with humanity but we think you had best land them in France whenever they are too numerous on board your Ship to prevent giving alarms in England, for you may depend they will have Cruizers out after you Soon as the[y] hear of your being there – we expect therefore you will make but a Short Cruize, especially as every day Must inevitably throw plenty of English vessels in your Way, perhaps off Falmouth you might meet with a Lisbon Packet, and whatever Specie you collect take it onboard and carry it into France, where you may deliver or pay the Same to the order of Doctor Franklin Mr Deane &c. or to Mr. Thos Morris or his order as agent for the Secret Committee of Congress and the Congress will pay here yours and the peoples Shares of Such money, as well as their Shares of any prizes or parts of Prizes that may be Sold there and the Money applyed to publick use. when you are about to quit your Cruize it may be well to Send any prisoners you then have on Shore and make them believe you are coming direct for America, or going round into St. George's channell to Cruize for Bristol Ships just as you think may be most likely to gain Credit, clear your Ship of them and then Run into Bourdeaux, Brest or Nantes, just as may be most convenient. you will find letters from our Commissioners at Paris with Messrs. Delap at Bourdeaux – Messrs. Pliarne Penet & Co at Nantes or Some proper person at Brest, advising you [of] the success of their application and if they tell you the Prizes are to be protected, you can then write to the Prize Masters and either collect and bring them home under your Convoy or order them to proceed separately as you shall then judge best. If protection was not to be given, they will come away of Course, and in that case we think you Should put your Ship in good order, advise the Commissioners and Mr. Thomas Morris that you only wait for their despatches. If you have Room on board the Ship receive any goods Mr. Morris or they may order and when you have received their despatches make the best of your way back to this place or any other port of Safety in these States, bringing with you any prizes you can take by the way. Should the Court of France grant free protection for our Cruizers and prizes in their ports, we think you may do better in Europe than here, respecting which consult with and be governed by the advice of our Said Commissioners at the Court of Paris and if prizes are allowed to be sold there consign all you take to the order of Mr. Thomas Morris, who has correspondants in every port of France and will take care that Justice is done in the Management of them. Your Stay in Europe must depend on the advice of the Commissioners and your Cruizes Should always be quick as you can be soon in and out Keep your ship well Manned fitted and provided, and let Old England See how they like to have an active Enemy at their own Door, they have Sent Fire and Sword to ours. You Know we want Seamen here therefore encourage all you Meet with both at Sea and on Shore to enter our

Service and Send or bring as many of them to these States as possible. You must by all opportunitys inform us of your proceedings, and communicate all the usefull or important intelligence that comes to your Knowledge. A Spirited active conduct in this enterprize will recommend you to all America, and you have our best wishes for your Success and honor, being very Sincerely, Sir, [&c.]

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1. Papers CC (Other Reports of Committees of Congress), 37, 95–98, NA.

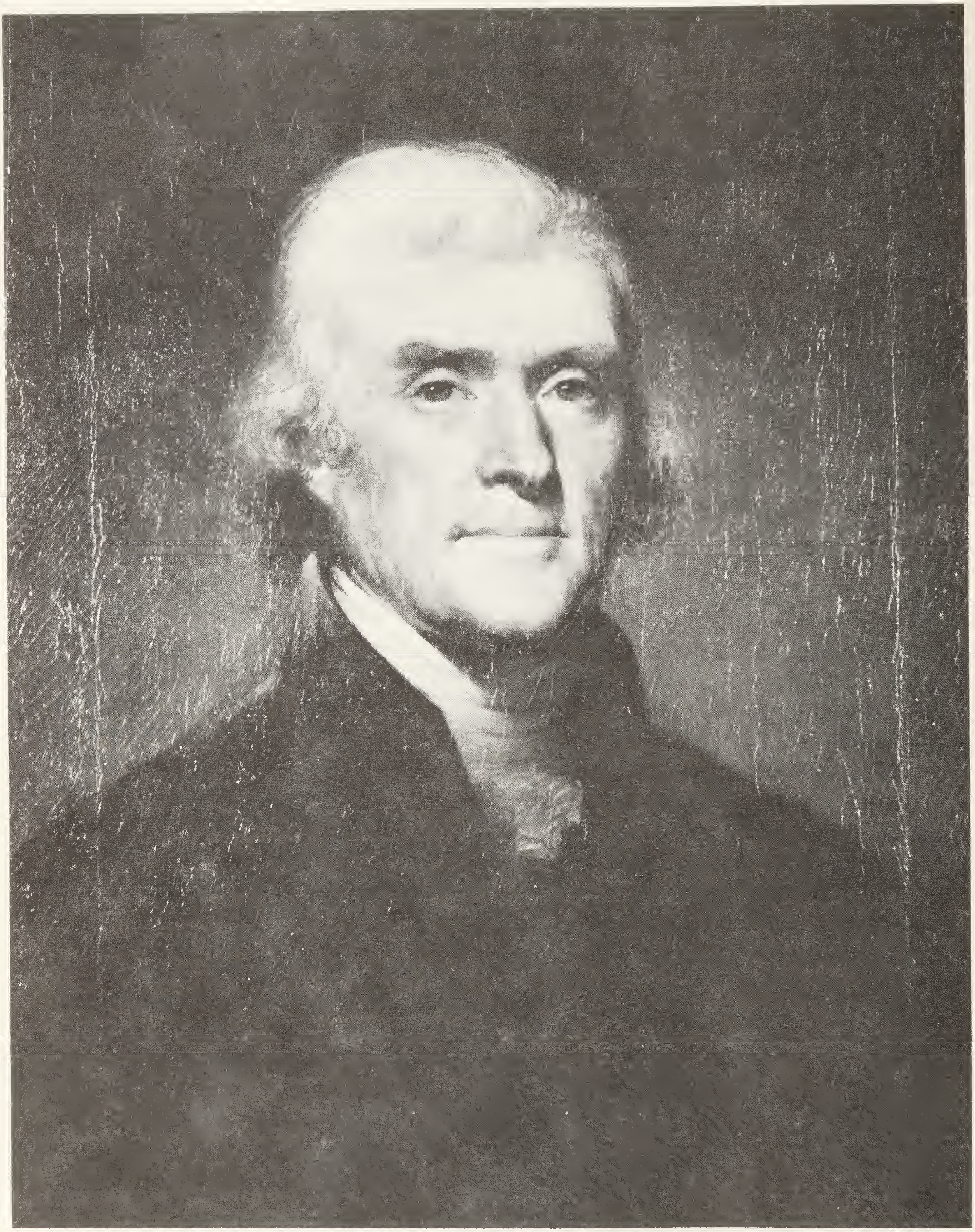
COMMITTEE OF SECRET CORRESPONDENCE TO SILAS DEANE[1]

Dear Sir Philada October 24th 1776

We embrace this opportunity of Your Worthy Colleague & our mutual good Friend Doctr Franklin to transmit you Copies of our letters of the [illegible] Octr by the Sloop *Independence* Capt [John] Young to Martinico from whence they wou'd be carried to you by Mr Wm Hodge junr sent in said Sloop for that purpose, those letters Contained a Commission from the Congress appointing Doctr Franklin, Thos Jefferson Esqr & yourself, Commissioners on behalf of the United States of America to Negotiate a Treaty of Alliance Amity & Peace with the Court of France. —

A plan of that Treaty, Instructions from Congress relative thereto, Form of Passport for the Ships of each Nation &c we consider these papers as of the utmost consequence & hope they will arrive safe. Yesterday we wrote you a few lines enclosing additional Instructions from Congress to their Commissioners authorizing them to Treat with other Nations, also Two Resolves of Congress by one of which you wou'd see that Thos Jefferson Esqr declined his appointment & that Arthur Lee Esqr was appointed in his stead, to whom we enclosed a letter, Copy whereof goes herewith. By the other the Commissioners are directed to hire or buy Eight Line of Battle Ships for the American Service. these papers were sent under Cover to Wm Bingham Esqr our Resident at Martinico with orders to forward them immediately. We wrote you another letter yesterday Covering duplicates of all the papers & letters mentioned herein, and sent it by the armed Brigt *Lexington* Wm Hallock Esqr Commander to Mr Stephen Ceronio our Resident at Cape Francois with directions to forward the same to Messrs Saml & J. Hans Delap Merchts at Bourdeaux who are requested to send the Packet from thence by Express to you and Doctor Franklin carrys with him Triplicates of all these publick papers, we have been thus particular in mentioning them & the Conveyances by which they are Sent that you may know when the whole are received & we desire you to be equally pointed in advising us thereof, for we shall be anxious to hear of their getting safe & shall be very uneasy if we dont hear this in due time, for they ought not on any Account to fall into the hands of our Enemies.

Since Mr [John] Dickinson & Colo [Benjamin] Harrison were out of Congress & Doctr Franklin appointed one of the Commissioners at the Court of France, The Congress have filled up the Vacancys in this Commit-



Thomas Jefferson.

tee & the Members now are Mr Jay Mr Johnston [Thomas Johnson, Jr.], Mr Morris, Colo Richard Henry Lee, Mr Wm Hooper & Doctr John Wetherspoon which we mention for your information, we shall Continue to address all our advices & dispatches to you only, untill informed that the other Commissioners have joined you but you will Communicate the letters to them as if directed to the whole & we depend on you to Notify Doctr Lee of his appointment using the utmost precaution in the method of doing it, or his person may be endangered, we suppose it may be best to have the letter enclosed by the Minister of France to their Ambassador in England with proper Cautions respecting the delivery of it Doctr Franklin being the bearer of this letter, it is totally unnecessary for us to enter into every detail of what is passing here or to convey any Political remarks, he being possessed of every knowledge necessary for your information will Communicate very fully every thing you can wish to know, Therefore wishing you a happy meeting with him & a successful Issue to your labours in the Service of your Country we remain with perfect esteem & regard Dear Sir [&c.]

Rob^{t} Morris Jn^{o} Witherspoon
Richard Henry Lee Will Hooper

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1. Ferdinand Dreer Autograph Collection, Letters and Papers of Robert Morris, HSP.

Committee of Secret Correspondence to the American Commissioners in France [1]

Gentlemen Philadelphia October 24th 1776

The Congress having Committed to our charge and Management their Ship-of-War Called the *Reprisal* commanded by Lambert Wickes Esq. carrying 16 Six Pounders and about one hundred and twenty men – we have allotted her to carry Doctor Franklin to France and directed Captain Wickes to proceed to the Port of Nantes where the Doctor will land and from thence proceed to Paris, and he will either Carry with him or Send forward this letter by express as to him may then appear best. The *Reprisal* is a fast Sailing Ship and Capt Wickes has already done honor in Action to the American Flagg, we have therefore ordered him to land at Nantes some Indigo he has onboard, take in refreshments, Stores, provisions, or other Necessarys he May want and immediately to proceed on a Cruize against our Enemies, and we think he will not be long before he Meets with a Sufficient Number of Prizes – we have directed him to Send them into such of the French ports as are most convenient addressing them at Dunkirk to Messrs P Stival & Son, at Havre De Grace to Mr. Andrew Lomozin, at Bourdeaux to Messrs. Samuel & J H[ans] Delap, at Nantes to Messrs. Pliarne Penet & Co. and at any other ports in France to Such persons as you may appoint to receive them, when he finishes his Cruize he will call in at Nantes, Bourdeaux or Brest for your orders and advices which we beg you will have ready for him lodged at those places. In consequence of this plan for the *Reprisals* Cruize we desire you to make immediate application to the Court of France to grant the protection of their ports to American Men of War and their prizes, Shew them that British Men of War under Sanction of an Act of Parliament are daily capturing American Ships and Cargoes, Show them the Resolves of Congress for Making Reprisals on British and West India property, and that our Continental Men of War and Numerous private Ships of War are most successfully employed in executing those resolutions of the Congress, Shew them the Justice and equity of this proceeding and Surely they cannot, they will not refuse the protection of their ports to American Ships of war, Privateers and their Prizes. If your application on this head is crowned with Success, try an other which it is their Interest to grant, that is to obtain leave to make Sale of those prizes and their Cargoes or any part thereof that may be Suitable for that Country. If you Succeed in this also you must appoint some person to act as judge of the Admiralty, who Should give the Bond prescribed for those Judges to determine in all Casses agreeable to the Rules and Regulations of Congress, and for this purpose we will report to Congress some Resolves vesting you with Authority to make Such appointment and authorizing Such judge to condemn without a Jury as required here. If these Resolves are agreed to by Congress they Shall be immediately transmitted to you. if they are not that plan must drop and the prizes must all proceed for America for condemnation You Can in the mean time consult the Ministry whether they will permit such Courts in France and in the French West-India Islands. If protection is granted to our Cruizers and their prizes you will immediately procure proper orders to be sent to the officers of All their ports on this Subject, and write yourselves to those Houses we have named at the Several ports that the prizes are to remain for Capt Wickes further Orders, also lodge Such orders with proper persons at the other ports in France. On the Contrary if the Prizes are not to be protected in their ports then give immediate notice to all these Houses and proper persons at the other ports, to furnish the Prizes that Captain Wickes of the *Reprisal* may send into their port with any necessarys the prize Master may judge the[y] Stand in Need of, and to order him to make the best of his way with the Prize to the first Safe port he can make in the United States of America, lodge advice also for Capt Wickes at Bourdeaux, Brest & Nantes, whether his prizes are to be protected in port or not, and whether or not any Sales will be permitted. If they are protected he can take his own time to Collect and bring them home under his own Convoy. If any Sale is permitted he can Sell all perishable Commodities and Vessels unfit for So long a Voyage as to this Coast. If no protection for prizes they will come away by your Orders and Need not Stay for his, and If they deny protection to our Cruizers themselves, he will only remain inport for your advices, and to obtain Such Supplies as may be Necessary. We have recommended Captain Wickes to take on board his own Ship as many valuable Commodities as he can if he is Successful, but Should he be unsuccessfull in Cruizing then Messrs Pliarne Penet & Co. may put Some goods on board when he is coming away. You will readily see the tendancy these measures have, and as their consequences may be very important, So we hope your attention to them will be immediate and constant whilst necessary. Captain Wickes is a worthy Man and as such we recommend him Should he have the Misfortune to be taken or meet with any other misfortune we hope you will adopt measures for his relief. He will treat prisoners with humanity, and we are convinced his conduct will do honour to his appointment. We have the honour to be Gentlemen [&c.]

1. Papers CC (Other Reports of Committees of Congress), 37, 75, NA.

Committee of Secret Correspondence to Charles W. F. Dumas, The Hague[1]

[Extract] Philada October 24 [177]6

Our Worthy Friend Doctor Franklin being indefatigueable in the Service of his Country and few Men so qualify'd to be usefull to the Community of which he is a Member, You will not be surprized that the Unanimous Voice of the Congress of Delegates from the United States of America has called upon him to Visit the Court of France in the Character of one of their Commissioners for Negotiating a Treaty of Alliance &c with that Nation. He is the bearer of this letter and on his arrival will forward it To him we refer you for information as to the Political State of this Country our design in addressing you at this time being only to Continue that Correspondance which he has opened & conducted hitherto with you in our behalf We request to hear from you frequently, [illegible] make use of the Cypher, The Doctor has communicated the knowledge of it to one of our Members. Your letters Via St Eustatia directed to the Committee of Secret Correspondance, then put under a Cover to Mr Robert Morris Merchant in Philadelphia & that letter under Cover to Mr Cornelius Stevenson or Mr Henricus Godet, Merchts at St Eustatia or under Cover to Mr Isaac Governeur Mercht at Curracoa, will Certainly come safe & if you can send with them regular supplys of the English and other News papers you will add to the obligation the expence of procuring them shall be reimbursed together with any other charges and a reasonable allowance for your time & trouble in this agency

[1] Mason-Franklin Collection, YUL.

John Hancock to Thomas Cushing[1]

Dear Sir, — Philadelphia, 24th Octor., 1776

Our incessant Attention to the Affairs of the Northern Army and Genl. Washington's (and my Duty you know) with my present Engagedness to that Service prevents my writing more, than just to Inclose you the Resolve of Congress respecting the other Frigate, which you will Exert your self to Compleat as soon as possible. Pray lay it before the Assembly, and Apologize to them for my not writing them by this, but will by the Express which I shall Dispatch in forty-eight hours with [John] Manley's Instructions and your Money and the other Commissions. The Warrants you have Inclos'd, what you do not use you will keep for future purposes. The Inclos'd Letters please to Seal and Deliver The Inclos'd Commissions please to forward; the Commissions for the Lieutenants, etc. will go by Express. I was loth to Detain Capt. Manley. You will set him about getting the Men and let the Captains of Marines fill their Companies. their Commissions will go by the Express; I shall send them all in blank for you to fill up, I am almost worn out, my Duty is Constant, I have hardly time for necessary Rest. Manly is second officer on the List; The Numbers determine the Rank. Can I do any thing agreeable for you, let me know and I will not be wanting. I must Close, God bless you, I am yours sincerely.

11 o Clock Night

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1. *Proceedings of the Massachusetts Historical Society* (Boston, 1927), LX, 115.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY [1]

In Council of Safety,

[Philadelphia] October 24th, 1776.

An order was drawn on Mr. Nesbitt, in favour of Commodore Seymour, for One Thousand Dollars, for the purpose of recruiting men for the Fleet, to be charged to his account.

Resolved, That Capt. Joseph Blewer & Capt. Francis Gurney be desired to take such Steps as they may think necessary, to secure the person of Charles Roberts, Captain of the Schooner *Thetis* [Sic, *Thistle*], at Reedy Island, with all his papers, & lay them before this Board.

Resolved, That Capt. Blewer be appointed to contract with proper person for building Twelve Boats to Guard the Fire Rafts.

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1. *Pennsylvania Colonial Records,* X, 764, 765.

MARYLAND COUNCIL OF SAFETY TO JESSE HOLLINGSWORTH [1]

Sir,

We send you inclosed a copy of our agreement with Major [William] Horsey for the Schooner *Friendship,*[2] – also an Inventory of the Tackle &c which we request you will examine into, as Soon as she is fitted agreeable to contract, she is to be delivered over to you, or your order, and loaded with all possible dispatch. – Can you recommend a proper Person to take the Command of her. – Major Horsey tells us the Foretopsail mentioned in the Inventory is missing – dont let the loss of that, or any other trifling articles prevent your Receipt of the vessel, but they should be noted and the Minutes transmitted to us. – She has 40 Hhds Tobacco on Board, which we send you a list of inclosed, – 20 of them are to be delivered Mr [Cumber-

land] Dugan for the Schooner *92.* – you will fill up the *Friendship,* after stowing away the other 20 Hhds of Tobacco, with two thirds Flour and one third bread. – We are &c:
[Annapolis] Octr 24th 1776

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1. Council of Safety Letter Book, No. 2, Md. Arch.
2. *Ibid.*

MARYLAND COUNCIL OF SAFETY TO JOHN ROGERS[1]

Sir,

The Brig *Georgia* taken by the Ship *Defence* arrived here last Monday laden with Mahog: and Lig: Vit:, and being very leaky, was immediately ordered up to Baltimore – Be pleased to Signify to us, when & where you will hold your Court, that a Prosecution against her may be immediately instituted. We are &c:[2]
[Annapolis] Octr 24th 1776

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[1] Council of Safety Letter Book, No. 2, Md. Arch.
[2] *Ibid.,* the same day the Council notified Rogers of his appointment as judge of the Admiralty Court.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Thursday 24th October 1776. –

Capt Edward Travis received Orders to take Command of the Brig *Raleigh* provided Capt James Cocke the present Commander is willing to resign the Command of the said Brig –

Pursuant to a Resolution of Convention Ordered that Thomas Lilly of the Brig *Liberty* Enlist any four of the Seamen that were lately taken Prisoners on Board the Ship *Oxford* provided they are willing to Engage in the Service –

Capt John Harris received Orders to take the Command of the Brig *Musquetto,* now lying at Warwick and at present Commanded by Capt Isaac Younghusband,[2] together with her Stores and all other things belonging to her and proceed with the said Vessel down to James Town as soon as possible –

Ordered that a Warrant Issue to Doctor William Johnston for Five pounds seven shillings and three pence for Medicine and Attendance on the Sailors belonging to the Sloop *Defiance.* –

Ordered that a Warrant Issue to Capt William Mitchell for Four hundred and eighty six pounds eleven shillings and ten pence for Pay of his Company of Marines from the fifteenth day of July last to the fifteenth Instant as p Account this day settled –

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[1] Navy Board Journal, 89–91, VSL.
[2] Brig *Musketo.*

VIRGINIA NAVY BOARD TO LIEUTENANT JACOB VALENTINE, WARWICK [1]

Sir Williamsburg Oct. 24th 1776 –

The Bearer Captain [John] Harris is order'd to take possession of and bring down to James Town the Brigg *Musquetto,* you are to consider yourself and the Mariners under your command as under his direction and you are desir'd to give him your best assistance, in procuring Seamen and getting the Brigg down as soon as possible. I am by order of the Naval Board Your h'ble Servant

Thomas Whiting 1st Comr

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[1] Navy Board Letter Book, VSL.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD [1]

Navy Board [Charleston] Thursday 24th Octobr. 1776 –

One thousand Certificates were Ordered to be struck of[f] Immediately in the following words vizt.

South Carolina

Know all men that I have entered, and I do hereby Certify, that I have Voluntarily entered, into the Navy of the state aforesaid, on board the

And I do hereby engage to be true and faithfull in the said Service, untill I shall be discharged by Public authority, and also to be bound by, and to Obey, all and every Rule, Resolve, Order, and Regulation, made, or to be made, by the Legislature of the state aforesaid, or by the Commissioners of the Navy, And I do hereby Acknowledge the Receipt of

Witness my hand this ——

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[1] Salley, ed., *South Carolina Navy Board,* 12–13.

ST. GEORGE TUCKER TO MANN PAGE, JR. [1]

[Extract]

I will repeat to you what I wrote – The Sum of which was that I had anticipated the Scheme of Trade which you mentioned and had actually embarked in an Adventure by purchasing a large Sloop before I reced your Letter. If ever I am in favor with fortune it will be thro' the Interposition of Friends – I have been happy enough to find those who were disposed to serve me in many Instances – In the present, I have been so fortunate as to find that Disposition to befriend me not baulked by the want of Ability – By the first Week in December I hope to have the pleasure of offering you the Refusal of 3000 Bushells of Salt besides some other trifling Articles. I shall then have some proposals to make with Respect to that Article, Rum, Sugar & dry Goods, that I hope will not be deemed disadvantageous to you.

My best Wishes attend Mrs Page and the little Rogues – I anticipate very much the Happiness of seeing them again. Mrs Pollard's (Bedford)

Compliments to you all – I have a Letter from her for Mrs Page which I will deliver with my own Hands if I do not dine on board the British Fleet before Christmas – But, begging Lord Howe's pardon, I had rather dine in any Man's Kitchen in Virginia on that Day, than on the greatest Delicacies I might have the honor of tasting at his Lordship's Table on board the *Eagle*.

Ber[mud]a Octr 24th 1776.

P:S: Tell all my Countrymen who are with you that Lord Howe has sent the Tenders about this Island to the Devil – They need not fear them now, as they have been all sold –

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1. Lloyd W. Smith Collection, MNHP.

25 Oct.

Essex Journal, FRIDAY, OCTOBER 25, 1776

Newbury-port, October 25.

Yesterday arrived here the ship *Nancy,* John Cowan Master, burthen about 200 tons, bound from Cork to Quebec, taken by Capt. John Lee of this place – [1] Her Cargo consists of the following articles viz. 80 Barrels of Beef, 320 ditto of Pork, 200 Firkins of Butter, 100 Barrels of Oatmeal, 374 ditto of Flour, 1200 Bushels of Pease, 68000 lb of Bread, 207 Casks of Nails, 22 Barrels and 2 half ditto Gun-Powder, 1 Arms chest with Balls, &c. 16 Carriage Guns and 10 Swivels mounted.

We learn that a Salem privateer has taken in the chops of the channel of England, two ships, one from Jamaica inward bound, and the other outward bound.

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1. Lee commanded the Massachusetts privateer schooner *Hawke.*

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT[1]

[Watertown] October 25, 1776

Petition of Jeremiah Obrien, & John Lambert setting forth, That the Establishment for the Officers, & Seamen of the Arm'd Vessels, under their Command was by far too low

And praying that their pay may be rais'd equal to the establishment for the Officers, & Seamen of other Arm'd Vessels in the service of this State

Resolved that Capt Jerimiah Obrien, Commander of the Sloop *Machias Liberty* & Capt John Lambert, Commander of the Schr *Diligent,* who have been imploy'd in the service of this State together with the rest of their Officers, & Sea Coast men, under their respective Commands, be, & hereby are directed to make up their Rolls, on the Same Establishment, from, and after the first day of February, & 16th Day of March, with the other Officers, & Seamen, in the Service of this State.[2]

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1. Mass. Arch., vol. 36, 71.
2. In Mass. Arch. vol. 137,99, is an undated resolution reading:

> Resolved. That the Honbl Council or such part of them as they shall appoint for that purpose are desired and hereby impowered to give Orders, in case they shou'd think most for the Interest & Safety of the Colony, that the Armed Vessels at present under the command of Capt Obrian & Capt Lambert be hau[l]ed up and the Officers & Men discharged until the further Order of the General Court.

JOURNAL OF THE MASSACHUSETTS COUNCIL[1]

[Watertown] Friday – Octr: 25th: 1776

In Council. Resolved that the Committee of Deer Island be, & they hereby are authorized, & impowered (if they think proper) to Libel in the Maritime Court for the eastern District the Sloop *Sally* belonging to Nathan Jones taken by said Committee on the 30th Day of Augt 1775 for the Breach of continental & other Resolutions and the said Court is hereby authorized, & impowered to hear and determine the Justice of the said Capture to all Intents, & purposes as fully as if the said Sloop had been libell'd within the Time limited by Law for that purpose.[2]

And Whereas the said Committee have represented that the said Nathan Jones hath in many Instances both by Words, & otherwise discovered himself to be inimical to the Interest of the united States of America the said Committee are hereby directed to take Testimonies properly authenticated respecting the same, and that the said Committee transmit the same (as soon as may be) to the General Court of this State.

In Council. Read, & Accepted.

In the House of Representatives. Read, & Concurred.

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1. Mass. Arch., vol. 36, 75.
2. See earlier Volumes in this series.

JOURNAL OF THE COMMITTEE APPOINTED TO BUILD TWO CONTINENTAL FRIGATES IN RHODE ISLAND[1]

[Providence] October 25. 1776.

from the last Date this Committee have taken no Authority on themselves to Transact any New business respecting the two Frigates built hear. having finished all that they thot belonged to them to do. They have accordingly delivered them to the Honble Stephen Hopkins Esqr the person who commisionated them to Build the Ships. in the Opinion of this Committee they are fitt and might proceed immediately to Sea, was they fully Manned. This is a Matter that we have more than once mentioned to the Marine Board at Philadelphia but have had no particular directions how the Men weir to be obtained so that we leave them in their Care.

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1. Journal R. I. Frigates, RIHS.

PAY ROLL OF THE NEW YORK STATE SCHOONER *General Putnam*[1]

Rank		Names & Rank	Time of Entry	Time of Discharge	Time in Service	Pay pr Month	Whole Pay	
			1776	1776	Mo & Days			
Lieutenant	1st	Thomas Quigley	May 10th	Octor 25th	5: 15	8..0..0	44..0..0	
Do	2nd	David Walker				8..0..0	44..0..0	
		Eliakem Little				8..0..0	44..0..0	
		Cornelius French				6..0..0	33..0..0	
		John Boyd				8.13..4	47.13..4	
		George Shell				6..0..0	33..0..0	
		John Thomas				6..0..0	33..0..0	
		John Trail				6..0..0	33..0..0	
		Josias Davis				5..6..8	29..6..8	
		William Radley				4.16..0	26..8..0	
	1	Timothy B[u]rris				3..4..0	17.12..0	
	2	William Bell				3..4..0	17.12..0	
	3	Wm Wellisay				3..4..0	17.12..0	
	4	Benjn Woodruff				3..4..0	17.12..0	
								437.16..0
	5	Nathn Laurence				3..4..0	17.12..0	
	6	Elias May				3..4..0	17.12..0	
	7	Morgan Lalley				3..4..0	17.12..0	
	8	Ezekiel Heazen				3..4..0	17.12..0	
	9	John Richard				3..4..0	17.12..0	
	10	Alexr McDonald				3..4..0	17.12..0	
	11	Henry Basset				3..4..0	17.12..0	
	12	John Hardy				3..4..0	17.12..0	

PAY ROLL OF THE NEW YORK STATE SCHOONER *General Putnam* Continued

Rank	Names & Rank	Time of Entry	Time of Discharge	Time in Service		Pay pr Month	Whole Pay	
13	John Thayer					3..4..0	17.12..0	
14	Samuel Turner					3..4..0	17.12..0	
15	Thomas Steel					3..4..0	17.12..0	
16	John Griffith					2..0..0	11..0..0	
				Mos	Days			
17	Isaac Richards	June 27th	Do	3	28	3..4..0	12.13.10	
[18]	Thomas Shourds	Augst 20th	Do	2	5	3..4..0	6.18..8	224..4..6
								662..0..6
	By Cash for 1 Months Pay Recevd							116.16..0
	Ballance due							£ 545..4..6
	Errors Excepted							

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1. Provincial Congress Papers, NYSL. This document, salvaged from the State Library fire, is badly charred.

Vice Admiral Richard Lord Howe to Commodore William Hotham[1]

Dr Sir *Eagle* [New York] Oct: 25: 10 'Clock

The General being in want of assistance of Men for the Artillery, on a pressing service; I have appointed Cap. [Charles] Phip[p]s to take with him about 60 seamen in 3 Flat-Boats now sent up; With directions to detain those he may find returning from you.

And I desire you will order any further aid of seamen from the Frigates in the sound that may be wanted, for the same service I am Dr Sir [&c.]

Howe

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[1] Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

Journal of H. M. S. *Tartar,* Captain Cornthwaite Ommanney[1]

Octobr 1776 At Single Anchor in the North River

Fryday 25 at Sun Rise the Enemy opend a Battery near Dobbs Ferry and began firing on us, which we return'd and continued till ½ pt 7 when we weighed and dropt farther to the Northwd one of the Enemys Shot splinter'd the Head of the Capston and some of the runing Riging was Cut at ½ pt 8 came too in 7 fm with the small Br abreast of Terry Town it bearing Et & Sweetlings Ferry SBW Slaughters land N½E veered to 1/3 a Cable

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[1] PRO, Admiralty 51/972.

Journal of the Continental Congress[1]

[Philadelphia] Friday, October 25, 1776

The Committee of Treasury reported, that there is due,

To Robert Chase, late commander of the *Gaspé* ship of war, for his allowance from 1 March to 24 October, 1776, inclusive, 34 weeks, at 2 dollars per week, 68 dollars.

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[1] Ford, ed., *JCC,* VI, 902, 903.

Continental Marine Committee to Governor Jonathan Trumbull[1]

Sir Philadelphia 25th Octor 1776

The Marine Committee being desirous to get the Continental Frigates to Sea, quickly as possible, request the favor of you, to provide Sixty four Cannon for the use of the Frigate building in New Hampshire, and one of those in the Massachusetts Bay – Fifty two of these Cannon to carry 12 pounds Shot, and 12 of them to carry four pounds Shot – The proof that Congress has already contracted for the Public Cannon to undergo, is, for the first proof, a weight of powder equal to the weight of one shot; on which charge, two shot and three wads – The second proof is, powder equal to two thirds of the weight of one shot, with the same shot and wads as in the first – We wish Sir, that the above mentioned Cannon may undergo similar proof –

Should the Ship building in Connecticut, not be in equal forwardness with the New Hampshire Frigate, we should be well pleased, if the latter were immediately furnished with the Guns that are already provided for the former; adding thereto as many as will make the number of twenty six 12, and six 4 pounders – The Connecticut Frigate may be furnished, we hope, in due time; from the Guns above desired to be provided for the New Hampshire Frigate –

Your well known zeal in the Common Cause gives us perfect confidence that you will do herein what will most contribute to promote and expedite the public service – We are with great esteem Sir [&c.]

John Hancock
Francs Hopkinson
Arthur Middleton
Richard Henry Lee
Francs Lewis
George Walton
Wm. Whipple

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1. Trumbull Papers, XXIX, Letter Book IV, 82,83, ConnSL. Draft, without signatures, is in Paullin, ed., *Out-Letters of the Continental Marine Committee,* I, 45–46.

"Extract of a Letter from the Secret Committee to Thomas Morris, dated October 25, 1776."[1]

Sir: [Philadelphia, October 25, 1776]

You will receive herewith a copy of our letter of the 16th instant, whereby you are appointed our agent to superintend all our business in Europe. This goes by the Continental ship-of-war called the *Reprisal,* Lambert Weeks [Wickes], commander.

The value of this indigo is particularly intended to be lodged with your banker in Paris, for the use and subject to the order of Dr. Franklin, Silas Deane, and Arthur Lee, &c.

The *Reprisal,* Captain Weeks, will make but a short stay at Nantes, as she will immediately proceed on a cruise, and if fortunate, some of the prizes may probably be sent into some of the ports of France. The Commissioners will apply at Court for the liberty and protection of their ports. If this should be granted, it's probable that they may also permit the sale of prizes there, and in such case, the prizes, or such parts of their cargoes as are to be sold in France, will be put under your direction. You must take care that every thing is disposed of to the best advantage, apply the proceeds to the payments we have ordered you to make on account of the publick, and render us very exact accounts of what you credit us in this way, and a particular account of sales of each prize. Should Captain Weeks take any specie, he will pay it to you or the Commissioner, or to their or your order for the same purpose, and you must grant him receipts for the same, expressing that you receive it for the use of the United States of America, and that he is to be repaid by Congress.

[1] Force, comp., *American Archives,* 5th, II, 1237.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY [1]

[Annapolis] Friday. October 25th 1776

Commission and Letter of Marque issued to Francis Speake, Commander of Sloop *Potomack,* mounting twelve carriage Guns.

Vernon Hebb and Timothy Bowes appointed to take the Depositions of any Witnesses relative to a Sloop sunk by Dunmore's Fleet near St George's Island, and the sails, and other Things taken from and out of her, by Wm Richardson, and transmit the same, when taken, to the Council of Safety. – [2]

Permit was granted to Wm Thomas Master of Schooner *Edward* to go to Martinique, he having given Bond, & lodged manifest, agreeable to the Resolves of Convention. –

[1] Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

[2] In the Naval and Maritime Papers, Md. Arch., is an undated memorandum: "A List of People, employed in Saving the Wrecks, from the Fleet, from 13 to the 24 July 1776–" It lists "William Richardson 3 Negroes belonging to Do., Thomas Richardson, James Richardson, Peter Smith, James Smith, Jesse Tennison, John Standfast, Nicholas Byrn, George Rymer."

VIRGINIA NAVY BOARD TO LIEUTENANT BENJAMIN POLLARD, HAMPTON [1]

Sir, Williamsburg Oct. 25th 1776 –

Your Letter of the 23d Inst. we have receiv'd and in consequence of your information have wrote to Lieut. Henry Stratton and order'd him down to answer for his Conduct,[2] we shall provide the Clothing for the Marines and Seamen as early as possible and shall be oblig'd to you to purchase such Liquor as you may want upon the best terms you can. I am by order of the Naval Board. Your hble Servant

Thomas Whiting 1st Comr

[1] Navy Board Letter Book, VSL.

[2] *Ibid.,* Stratton, a member of Lieutenant Pollard's company, had not returned from an eight day leave, and did not "intend to return untill four or five Weeks time." He appeared before the Navy Board on October 31 and claimed that sickness had prevented him from reporting back for duty on board the *Hero.* However, he did return to the galley after conferring with the Board.

VIRGINIA NAVY BOARD TO CAPTAIN CHARLES THOMAS, WARWICK[1]

Sir, Williamsburg Oct. 25th 1776 –

You are desir'd to have ready as early as possible the following Cordage f[or] use of the Galley *Caswell,* Capt Willis Wilson commander building at South Quay, and when ready immediately acquaint this Board.

1 Cable 120 Fathom	12 Inches
1 do do	11 do
1 do do	9 do
175 Fathom	7 Inch Rope
45 do	5½ do
400 do	5 do
50 do	4 do
455 do	3½ do
1100 do	2 do
675 do	2¾ do
6 Coils nine Thread Ratlin	
4 do inch & half Cordage	
3 do worming –	

I am by order of the Naval Board.

Your humble Servant
Thomas Whiting 1st Commr

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1. Navy Board Letter Book, VSL.

Journal of the South Carolina Navy Board [1]

Navy Board [Charleston] Friday 25th October, 1776

A Letter was wrote to Capt Edwd Allen.

Capt. Edward Allen

Sir/ The Commissioners of the Navy desire you will take out of the Brigt *Comet,* Four of the Carriage Guns, as they think the Number now on Board rather Hurtfull than of Service –

By Order of the Board
Edward Blake first Commissioner

Octor. 25th 1776 –

Resolved that the following Sparrs be provided for the use of the Navy of this state, & that Mr First Commissioner do give directions for the same –

20 Sparrs from 50 to 70	feet Long	& from 16 to 30 Inches	Diamiter
10 Sparrs from 30 to 40	Do.	& from 16 to 22 Inches	Do –
50 Sparrs from 30 to 40	Do.	& from 10 to 16 Inches	Do
40 Sparrs from 36 to 46	Do.	& from 10 to 15 Inches in the Middle	Do
100 Sparrs from 24 to 38	Do	& from 6. to 10 Inches in the Middle	Do –
100 Sparrs from 20 to 35	Do	& from 5 to 9 Inches	Do –

The following Letter was received from His Excellency the President, in consequence of an application having been made to him by the first Commissioner, for his Opinion; whether the Commissioners of the Navy, have not full power to Order the Vessels belonging to this State upon a Cruize, when they shall think proper?

His Excellency [missing]

I proposed to the Council your Query; whether the Commissioners of the Navy have Authority to order the armed Vessells, in the service of this State, to Sea, or on a Cruize? And the Board was unanimously of Opinion that they have not. —

I shall be glad, that the Vessels may, as soon as possible be in Readiness to proceed to Sea, on the shortest notice, and, from time to time, to have the earliest Intimation, whenever they are so, & of what Destinations, the Commissioners think proper, to Recommend, as, much Attention will be had to their Recommendations –

I am Sir [&c.]

October 25th. 1776 – J Rutledge

Resolved That this Board are unanimously of Opinion That by the Act establishing the Board of Commissioners, Full powers are vested in them to superintend & direct all Matters relative to the Navy, except Contracting for Building Ships & Materials for the same, Erecting Public Rope Walks, & ship Yards, altering or making void any Contracts heretofore made, by the President and Privy Council, Or the appointement of Officers of the Navy —

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1. Salley, ed., *South Carolina Navy Board,* 13–14.

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26 Oct.

Acts and Resolves of the Massachusetts General Court [1]

Watertown, Oct 26 1776

Resolved, That nine persons be appointed by joint Ballot of both Houses of Assembly as a Committee under the Title of a Board of War; who shall keep in Boston, or such other Place, or Places as the General Court may Order, or the said Board shall find necessary a public Office for the purposes hereafter mentioned; and continue as a Committee for those purposes until the twentieth day of June next, & until others shall be appointed; subject, nevertheless, to a discharge at any time, by the General Assembly of this State: whose business it shall be, & they or the major part of them, are hereby impowered, to order, & direct the operations of the Forces in the pay of this State, both by Sea, and Land; by giving the Commanders of the Troops, Garrisons, and Vessels of War such Orders for their Conduct, & Cruises from time, to time, as they shall think proper such orders to be signed in their Name by the President of said Board, or in his absence by the member thereof officiating as President pro tempre – such Land Forces nevertheless shall not be sent out of this State without the express consent of the General Assembly thereof; and shall order the Commissary to furnish them, and also the Militia upon extraordinary occasions with all Warlike, & other Stores, Provisions, & Cloathing, that shall appear to them proper & necessary. And for the more effectually enabling them to do this business it is also

Resolved, That the said Committee, or Board of War or the major part of them, shall procure, or cause to be procured, Provisions, Cannon, Arms, Ammunition, Cloathing, & all other Articles necessary for carrying on the War by Sea, & Land; for which purpose they shall take up or may purchase, Load, & fit out with suitable Cargoes such vessels as shall appear to them proper for Importing said Articles from other States; they not amounting in the whole to a greater Sum than shall from time to time be granted by the General Assembly appropriated for these purposes; which Articles when procured shall be lodged with the Commissary of this State, who shall Store them in such safe and convenient places for the defence of this State, as said Committee, or Board of War shall order; & them with such Articles, belonging to this State, now in his hands from time to time deliver out according to the Orders of said Committee and also procure any such Articles as said Committee shall direct – And it is further –

Resolved, That the Secretary, & Commisary of this State, make such Returns to said Committee, without delay, as they shall from time to time require. And all Officers in the Service, & pay of this State by Sea, or Land, are hereby required to be obedient, & subject to such Orders as they shall from time to time receive from the said Committee, or Board of War, with the limitations aforesaid: which Committee shall keep, in Books for that purpose provided, fair, & clear Entries of all orders issued, & Returns made, and also of all their proceedings; & of all the Military, & Warlike Stores, & Provisions belonging to this State, and the places where deposited.

1. Mass. Arch., vol. 36, 80.

PETITION OF EDWARD BRICKWOOD TO THE RHODE ISLAND ASSEMBLY [1]

To the Honourable the General Assembly of the State of Rhode Island and Providence plantations to be holden at South Kingston on Monday the 28th Instant October 1776 –

The Humble Memorial and Petition of Edward Brickwood late a Resident at Bermuda Sheweth

That your Memorialist was passenger in the Brigantine the *Fanny* of Bermuda bound from thence to Antigua and London and taken by the private Sloop of War the *Independence* of Providence Jabez Whipple Commander

That your Memorialist was bound to England to transact some perticular business and intended returning immediately to Bermuda or Antigua where he hath an Interest

That your Memorialist is essentially suffering in his concerns by the misfortune of being prevented attending thereto as well as prosecuting his intended Voyage to Great Britain

Your Memorialist and petitioner therefore Most Humbly Implores Your Honours will be graciously pleased to Grant your Memorialist Licence and permission to return to his business and to prosecute his intended Voyage to Great Britain by way of France, Holland, Bermuda or the West Indies, with his Apparel &c

And your Memorialist and petitioner as in Duty bound will ever pray &c

Edw^{d} Brickwood

Providence 26th October 1776

[Endorsed] Novemr 1st 1776 To the House of Magsts Gent Resolvd that this Petition be granted Voted and past p Ordr J Lyndon Cler[illegible]

Novr 2d 1776. In the Upper House the same day Read & Concurred p Order R J Helme Secy p temp

1. Petitions to the General Assembly, 1775–1777, R. I. Arch.

Providence Gazette, SATURDAY, OCTOBER 26, 1776

Providence, October 26.

The Brig *Cabot,* Elisha Hinman, Esq; Commander, in the Service of the United States, has taken two Ships from Jamaica, bound to London, laden with Sugar, Rum, Some Indico, &c.

Captain Thomas Stacey, in the Privateer *Diamond,* has taken a Ship bound from Quebec to England, laden with Coal, Copper Kettles, &c.

Captain Christopher Whipple, in the Privateer Brig *Putnam* has taken a Ship bound from Antigua to England, laden with Sugar.

Captain [Job] Pearce, in a Privateer belonging to East Greenwich[1] has taken a Ship bound from Nova-Scotia to Jamaica, laden with Fish, Boards, Spars, &c.

Captain [Joseph] Jauncey, in the Privateer *Washington,* belonging to the State of New-York, has taken a large Snow, laden with Provisions, &c. bound from London to New York.

All the above Prizes have arrived in safe Ports; as also two others, lately mentioned to have been taken by the *Providence* Sloop of War, in the Service of the United States, John P. Jones, Esq; Commander.[2]

It is reported that the Enemy have taken and destroyed some of our Vessels on the Lakes; but no Particulars are yet received.

[1] The privateer *Greenwich.*

[2] This issue of the newspaper contains notice of libels filed against most of these prizes and others.

JOURNAL OF THE CONNECTICUT COUNCIL OF SAFETY [1]

At a Meeting of the Governor and Council of Safety [New Haven] Octor 26th, 1776.

Voted, To desire his Honor the Governor to grant permit to Capt. Elizur Goodrich of Weathersfield, to export in the sloop *Betsey,* said Goodrich master, to Marygallant [Marie-Galante] the following articles, (viz:) 80

barrels of beef, 25 barrels of flour, 15 barrels of pork, six oxen, and sixty dozen of poultry, and to make returns in salt.[2]

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1. Hoadly, ed., *Connecticut State Records,* I, 54.
2. See Journal of Council October 2, 1776.

COLONEL GEORGE WEEDON TO JOHN PAGE [1]

[Extract] Camp at White plains Octobr 26th 1776 –

. . . should have wrote you before this had the Enemy continued in our Front at Hearlam, but a sudden manoeuver of theirs, has Occationd us a deal of Trouble, Fateigue, & expence, – The 12th several ships, sloops &c, pass'd Hellsgate and proceeded up the sound to Frogs point where they landed, we had Armies at that time a bove Kings Bridge sufficient to repell the Force then sent, but on the 14th a second Devision follow'd still larger when a reinforcement from our lines at Hearlam became Necessary. Genl Lee arrived just in time to have his hands full, after staying about half an hour at Head Quarters he went up to take the Commd of the Troops on that Quarter, – A few days after a Third Devision passed, and from that time, more or less every day, for several days together till it plainly appeared their intentions was to establish posts in our rear, and cut of[f] a retreat, They previous to this had sent ships up north river, which I at first thought was only intended to cut of[f] our Supplies by water from the back Country, but am now Convinced it was to Facilitate a junction a cross the Neck which at this place is a bout 16 Miles from North River to the sound, we have for these ten days been Constantly in Motion in order to keep the Flank and have now got so situated that they must come to our own ground to do any thing Desicive. . . .

[Endorsement by Page] There are some sentences in this Letter which I think are so much to the credit of G. Lee, Majr Green & Captn Thor[nton] that I think they ought to be published J: P –

To M. Page Junr Esqr of Mannsfield

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1. Weedon Papers, ChHS.

CAPTAIN JAMES REID, R.N., TO VICE ADMIRAL RICHARD LORD HOWE [1]

Copy

My Lord, I am extreamly sorry my exceeding Illness will not permit me the Honor of paying my personal Respects to Your Lordship, I am therefore obliged to send the Lieutenant to wait on You. I beg Leave to acquaint your Lordship I left the Port of Georgia on the 1st Octr last, being reduced to two Weeks short Allowance, & that consisting only of Pork and Flour, & having no Prospect of a Supply; I purposed proceeding to St: Augustine, the same Day I left Georgia I spoke the *Lively* Capt [Thomas] Bishop and informed him of my having left the Port that Morning for Want of Provisions, he ordered me to follow him to St. Augustine, Three Days after he supplied me with Three Weeks Provisions at whole Allowance, and ordered me back to my Station, and if I could not get into the Port again I was to cruize & make Tibie [Tybee] Lighthouse once in Twenty four Hours, until I was joined by him; and if any Accident prevented that, in the Course of about Fourteen Days, I was immediately to proceed to the Northward to join your Lordship, for You wanted every Ship on the Coast, and intended taking me to the Northward on his Return from St: Augustine: I got off Georgia Bar, the 11th instant at Six in the Evening, and came to an Anchor, it being too dark to see the Marks to go in; We heard two Guns at Tibie Lighthouse as an Alarm to the Town, a Place where We never saw a Rebel; At Day-Break I intended going in, but at two in the Morning a heavy Gale of Wind came on at NNE, and obliged me to put to Sea, it lasted violently for four Days; on the 15th I fell in with the *Lively* that had slipt from St. Augustine in the same Gale of Wind, and left Captain Bishop and his Boat's Crew behind; the Lieutenant informed me the *Sphynx, Raven* & *Cherokee* were to join your Lordship, and the *Otter, Hinchinbrook* and *St. John* Schooner were to remain at St: Augustine and St. Marys; Having but little Provisions & Water on board, that should I attempt to go into St. Augustine and drove to Leeward of the Port, I might be a great While beating up, as the Ship goes so ill, and perhaps obliged to bear up for the West Indies, which would be taking a Ship off the Coast; therefore I thought it best for His Majesty's Service [to] join your Lordship as soon as possible; I herewith inclose the State and Condition of the said Ship. I have the Honor to be My Lord [&c.]

J Reid

Sphynx, New York River,
this 26th October 1776.

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1. PRO, Admiralty 1/487.

DIARY OF FREDERICK MACKENZIE [1]

[New York] 26th Octr – The *Lark,* Frigate arrived yesterday with 25 sail of Victuallers from Cork, but last from Halifax. These ships have brought out a great many officers, & between 4 and 500 Recruits for the British Regiments.

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1. *Mackenzie's Diary,* I, 87.

New-York Gazette, SATURDAY, OCTOBER 26, 1776

Newark, October 26.

A List of British Ships on the American Station.

	Guns		Guns
Eagle, Adm. Howe,	64	*Chatham,* Ad. Shuldham,	50
Asia, Capt. Vandeput,	64	*Bristol,* Commodore Sir Peter Parker,	50
Jersey hospital ship,	60		

	Guns
Preston, Commodore Hotham,	50
Renown, Captain Banks,	50
Isis, Capt. Douglass,	50
Experiment, Scott,	50
Centurion, Braithwait,	50
Phoenix, Parker,	44
Roebuck, Hammond	44
Rainbow, Sir G. Collier,	44
Amazon, Jacobs,	32
Brune, [Fergusson]	32
Diamond, Fielding,	32
Emerald, Caldwell,	32
Flora, Brisbane,	32
Juno, Dalyrymple,	32
Lark, Smith,	32
Niger, Talbot,	32
Orpheus, Hudson,	32
Pearl, O'Hara [*sic* Thomas Wilkinson],	32
Repulse, Davis	32
Thetis, ——,	32
Acteon, Atkins, (burnt)	32
Active, Williams [*sic* Hunt],	28
Blond, Thompson,	28
Carrysfort, Fanshaw,	28
Cerberus, Symonds,	28
Daphne, Henry,	28
Fox, F[o]theringham,	28
Lizard, Inglis,	28
Liverpool, Bellew,	28
Milford, Burr,	28
Solebay, [Symonds]	28
Surprise, [Linzee]	28
Syren, Furneaux,	28
Tartar, Ommanie,	28
Triton, Lutwidge	28
Unicorn Ford,	28
Deal Castle, Worth,	24
Fowey, George Montague,	24
Greyhound, Dickson	24
Garland Pearson,	24
Lively, Bishop,	24
Mercury, Montague,	24
Sphinx, Hunt,	24
Glasgow, Howe,	20
Rose, Wallace,	20
Scarborough, Barclay	20
Seaford, Colpoy,	20
Falcon, Lindzey,	18
Merlin, Bernaby	18
Nautilus, Collins,	18
Kingfisher, Graham,	16
Raven Stanhope,	16
Scorpion, Tollemache	16
Tamer, Thornborough [*sic* Christopher Mason]	16
Albany, Mowatt,	14
Hope, D[a]wson,	14
Martin, Parker,	14
Swan, Ayscough,	14
Senegal, Duddingston,	14
Hawke, Cooper,	10
Otter, Squire,	10
Viper, Price [*sic* Samuel Graves],	10
Carcass, Dring,	8
Cruiser, Parry,	8
Savage Bromedge,	8

Carcass and *Thunder,* bomb vessels.
Strombolo, fire ship.
Canceaux, Cherokee, Diligence, and a number of other armed vessels.

Thomas Savadge to a Committee of the Pennsylvania Council of Safety[1]

[Extract]

Pennsylvania Salt Works, Tom's River,
Oct'r 26th, 1776.

P. S. On Sunday last, the 20 Inst., at day Break, appeared at the mouth of our inlet, four large Frigates, endeavouring to get as close in as possible, which is not more than four miles from me, the[y] drew up in a line right abreast of me, hauled up their courses & laid their Topsails back, in which position the[y] continued till near twelve o'clock; I expected a viset from them, and believe nothing prevented it but its being a very low tide, the flats being very bare, and seeing upwards of thirty of us on the shore, made them afraid to send their boats in, otherwise I think they fully intended it, which had they done, we must have left it to their mercy for want of arms &c., to defend it.

Directed, To Messrs. George Clymer, Samuell Howell,
& Owen Biddle, Esqr's, in Philadelphia.

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1. *Pennsylvania Archives,* 1st series, V, 55–56.

Penet & Pliarne to the President of the Virginia Council [1]

Sir. Philadelphia 8bre [October] 26. 1776

We have established in France a house the firme of Pliarne Penet & Co at Nantes destinated only for the Correspondence with the united states. the honorable Continental Congress have been supplied there already & they will take for the future all the Articles they shall want for the Army & other purposes.

We believe Necessary to inform you that it is upon the encouragement & the assurances we have Receiv'd from the Congress we have Got in Magazines in france a Very Large Quantity of Goods & Every other Articles suitable to the present Circumstances the States are in.

in Consequence of that, Sir, we flater ourselves the Commitees will address their Vessels to that house & you May depend upon this, you will Find there immediately Every thing you will want.

But there is an other very important adventage you Must be acquainted with. the Commitees & the Merchants Meeting with Great difficulties to send Money to Europe, our house has taken that in Consideration & you May Now have Bills upon our house, We will take here the Continental Money.

Our house is at Nantes in Britanny & we have Chosen that port, because it is the best situated for the Business of this Continent. if you send your Cargoes from America to the other Ports, Nantz is in the Center & out of the Channel & after your Capts will have sold their Cargoes in the other ports they May Go immediately to Nantz to be Loaded, & that speculation you will find it adventageous, because from Bordeaux, La Rochelle L'orient & the other ports, in 1, 2 3 days you Get to Nantz, & you will find the Articles Cheaper there, Because our Great Business with the Continent will determine our house to Give the Greatest Satisfaction to the honorable Continental Congress, the Committees & the Merchants.

Added to these Reasons the Market of Nantz is Extremely Good. there is a Very Large River which passing through different Cities Makes the Consumption very great.

We will be, Sir, Much oblig'd to you for your Early advices to us there or here & we will furnish you with the bills you wou'd wish to have on them as we are Determin'd to Reside here under the same ferme as at Nantes of Sir [&c.]

Pliarne Penet & Co

We Must add our house will procure, if you Choose it, to your Capts french papers & they will be safe till they will Get to your Coasts.

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1. Papers of Pliarne, Penet, Dacosta Frères & Co., 1776–1783, State Agents, VSL. Penet and Pliarne sent similar letters to other state committees.

WILLIAM WHIPPLE TO JOHN LANGDON[1]

My Dear Sir, Philadelphia 26th Oct 1776

I arrived here the 24th: the [Marine] Committee have not met since my arrival but have mentioned your demand to some of the members, there is no doubt but I shall be in cash to honor your drafts whenever they appear. there is no prospect of cannon from this place, however, I have some hopes from another quarter viz: Connecticut – the circumstances are these – the cannon are made for the *Trumbell* [*Trumbull*] in that State and there is no prospect of her being provided with other necessaries – the Committee have wrote to Govr Trumbell [Jonathan Trumbull] to procure cannon for two ships and in the mean time to send those made for the *Trumbell* to you from the known disposition of that gentlemen to promote the public good I have great hopes you will be supplied from that quarter, orders are gone to Providence to supply you with canvass for a second suit of sails. I don't know but you'll have a wrangle on your hands with the Providence gentry however my boy I'll stand by you as long as I can – the ships here are not so forward as I expected to find them only three of them are launched. The rank of the Captains in the naval service was established before I arrived; I find [Thomas] Thompson is the 6th on the list – had I been here, I certainly would have had him higher – however considering the train after him, I think it pretty well – for want of time must refer you to Col [Josiah] Bartlett for news &c In haste as you see Your affectionate friend [&c.]

W^{m} Whipple

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1. William Whipple Papers, Force Transcripts, LC.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Saturday 26th October 1776. –

Capt John Calvert of the *Norfolk Revenge* Galley received Orders to go immediately with his Vessel to Hampton, there apply to Mr George Hope for a new fore Yard which he is to have fitted as soon as Possible and then Proceed on a Cruize in the Bay using his utmost Endeavours to Annoy the Enemy and protect any Friendly Vessels that may be coming in by Convoying them to some place of Safety within the Capes, observing to take proper care of his own Vessel, and when his Vessel may get fowl or any other Occurrence renders it Necessary for his returning It is Ordered that he return to his former Station at Hampton and give the Board Notice thereof together with an Account of his Proceedings during the Cruize. –

Adjourned till monday next. –

Signed, Thomas Whiting 1st Comsr

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1. Navy Board Journal, 91–92, VSL.

GOVERNOR PETER CHESTER TO LORD GEORGE GERMAIN [1]

[Extract]

(No 20) Pensacola 26th October 1776

. . . We also hear from the same authority[2] that the Rebels have fitted out two Vessels at Charles Town of 18 Guns each which are both put to Sea the one commanded by Clement Lampriere and the other by [Simon] Tufts. They are also fitting out a Vessel at Beaufort in South Carolina & one at Savannah in Georgia of the like force, & it is given out that they are ordered to cruize off Cape St Antonio to intercept any Vessels bound into the Gulph of Mexico and particularly those intended for this place or the River Mississippi laden with Goods & Provisions. I should not be surprized if the Rebels who must be in great distress for Blankets & Clothing should make an effort of this kind especially as their trading Vessels among the French Islands may learn the disposition of Admiral Gayton's Squadron at Jamaica & probably discover that there will be little danger to apprehend from them at Cape Antonio as those ships all cruize to Windward of Jamaica & they will have little to fear from the Ships on the Pensacola Station as We have only the *Diligence* Sloop of 14 Guns and an Armed Vessel in Lake Port Chartrain [Pontchartrain] for the protection of this Province. The *Diligence* has been chiefly out cruizing for some time past & is shortly to be relieved by an Armed Brig of ten Guns called the *Badger* which will be the only Vessel to protect the trade in the Gulph of Mexico.

Should the Rebels succeed in taking any of the Ships bound here, We shall be in a very disagreeable situation on account of Salt provisions for the Troops and will not be able to furnish the Indians with those supplies of Goods and Ammunition that We have promised them, and I am very apprehensive that a Misfortune of this kind might greatly tend to endanger the loss of their Affections.

We have an Account here written by a British Merchant residing at New Orleans to a Gentleman of this place acquainting him that there has a Boat arrived at Orleans which came down the River Mississippi with about 20 Men, that a Pennsylvanian of the Name of Gibson appears to have the Command of them & that they have been very civilly treated by the Governor of Louisiana I since hear from the Mississippi that in passing the Natchez they hoisted the Rebel Colours & that the Boat is returned up the

River with a load of Ammunition bound it is imagined up the Ohio but the supposed Leader remains at New Orleans. I hourly expect a Vessel from thence with some People belonging to this Province and if the Report be true and the Spanish Governor has given them any Countenance I shall endeavor to gain the fullest information in my power relating thereto and shall forward the same to your Lordship by the first opportunity.

I have already mentioned to your Lordship that I think it my duty in this critical state of Affairs to communicate every Account relating to the proceedings of the Rebels that has the least Colour of truth, and I frequently lament that it is not in my power to forward more full and authentic Information; however whether this Account be true or not there is great Reason to apprehend if the Rebellion should continue another year that the River Mississippi will be the Channel through which the Rebels will receive very considerable supplies of Ammunition, unless We obtain strict Orders from the Court of Spain to prevent their Subjects from furnishing these Supplies and also keep a sufficient Military force upon the Mississippi to search all Boats whatever carrying Ammunition up the River.
[Endorsed] Rd 5th March 1777.

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1. PRO, Colonial Office, 5/621, 365–70, LC Photocopy.
2. A merchant in the Creek Indian trade.

Journal of H.M. Sloop *Nautilus*, Captain John Collins [1]

October [1776]	Lattde in 37..00 No
Saturday 26	First and Middle part little Wind and hazy Latter Fresh breezes and Clear PM Saw a Sail on the Lee Beam at 2 Bore away and gave Chace Sett the Studing Sails & Driver at 8 hauld the Wind In Chace at 10 Fired 5 Guns at the Chace & Brought her too A Sloop from Philadelphia bound to St Croix with Flour & Bread[2] sent a Midn and 5 Men on bd her

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1. PRO, Admiralty 51/630.
2. Sloop *New York Packet*, E. Pringle, master and owner, Howe's Prize List, March 31, 1777, *ibid.*, 1/487.

27 Oct. (Sunday)

"Extract of a letter from Fort-Lee, October 27, 1776." [1]

This morning about 7 o'clock two frigates moved up the North River,[2] and came to an anchor near Burdett's Ferry, apparently with an intention to stop the ferry-way, and cut off the communication between this place and Fort Washington. The enemy at the same time appeared on Harlem Plain, and Col. [Robert] Magaw, who commands on York Island, ordered the lines to be manned. The ships endeavoured to dislodge them by firing on their flanks, but they fired to very little purpose. The Barbette Battery on the high hill on the left of the Ferry opened on the frigates and fired a considerable time, without doing them any or but very little damage. Upon our ceasing to fire, a gun from Fort No. 1 on York Island began to play on them with great advantage and hulled the one highest up about 20 times. At this time two 18 pounders, which were ordered down this side the river opposite the ships, gave them so warm a salute that they hoisted all sail; the foremost cut her cables and appeared to be in the greatest confusion; she could make no way altho' towed by two boats, till the lower one perceiving her distress, sent two more barges to her assistance, who at length dragged her out of the reach of our fire. It is very probable that many of her men were killed, and she herself extremely damaged; but the weather was so hazy that it was impossible to see any thing distinctly at a distance. The enemy by this time had begun a smart fire on the island with field pieces and mortars; our men returned the compliment. They were out of their lines great part of the day. There were but few discharges of small arms. Our men killed about a dozen Hessians and brought them off. We had one man killed with a shell. This was the account at five o'clock, it is now seven, and firing has just ceased; but nothing extraordinary I believe has happened. We take this day's movement to be only a feint, or at any rate it is little honorable to the red-coats.

1. *Pennsylvania Journal,* November 6, 1776.
2. H. M. S. *Pearl* and H. M. S. *Repulse.*

JOURNAL OF H.M.S. *Pearl,* CAPTAIN THOMAS WILKINSON [1]

October 1776 –
Sunday 27

At single Anchor in the No River [New York] A M. at 6 Weighed and Work'd up the River in Company with the *Repulse* at ½ past 7 Anchor'd with the Bt Br off the Rebel breast works, they firing [at] us from both sides they Cut our Rigging & Sails. at 11 Weigh'd & run down to our old birth. heard a number of Great Guns & small Arms from our Army.
Modte & Hazey
P M Employ'd repairing the rigging & Sails.

1. PRO, Admiralty 51/674.

JOURNAL OF CAPTAIN HENRY DUNCAN, R.N.[1]

[On board H.M.S. *Eagle,* off New York]

27th [October]. – Early in the morning heard a cannonade up the North River. I went up to see what it was; found the *Repulse* and *Pearl* advanced, the former above and the latter in a line with the rebel lines. The rebels brought down one 18-pounder on the York, and three other guns on the Jersey shore. The ships could not fire with any execution at these guns; and as they had answered the intent of their moving up, that of flanking the enemy's lines and scouring the woods, and it now being high water, Captain [Henry] Davis thought it proper to drop the ships down to their former station. Many shots were thrown into the *Repulse,* and some into the *Pearl;* no men killed in either, and only one man's leg broke on board the *Repulse.*

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1. *Duncan's Journals,* XX, 133.

DIARY OF FREDERICK MACKENZIE [1]

[NewYork] 27th Octr — The *Repulse* and *Pearl* Frigates went up the North River with the tide when the troops advanced, in order to flank the Enemy, but the fire from Forts Washington and Constitution obliged them to return to their former stations. Indeed as the Rebels did not abandon their works on their right, their going higher up would have answered no good purpose. The Rebels struck the Ships several times, but they did them no other damage than wounding one man on board the *Repulse.*

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1. *Mackenzie's Diary,* I, 89, 90.

DIARY OF CHRISTOPHER MARSHALL[1]

[Philadelphia] Octr 27th 1776

. . . about one this morning alarm'd by the Cry of Fire which prov'd to be the Prize Ship Sent in here by the Privater [Continental schooner] *Wasp,* which entirely Consumed the Same withe her Valuble Cargoe of Sugar, rum &c &c &c [2]

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1. Diary of Christopher Marshall, HSP.
2. The prize Ship *Leghorn Galley.*

JOURNAL OF H.M. ARMED SCHOONER *Hinchinbrook,* LIEUTENANT ALEXANDER ELLIS[1]

Octr 1777 [*sic* 1776] Cumberland Isld NbE Amelia SbE St Marys entrance WNW.[2]

Sundy 27 at 8 AM Weighd & run over to Cumberld Point
Do [Moderate and Cloudy] Wr at 3 P M Slipt and went after a Rebell Schooner Chas'd her till it was dark fired Several Shot to bring her too at 6 Anchord with the Small Br in 4 f. Veerd to ⅓ a Cable at 8 Weighd & Run down the River at 10 Came too off Cumberland Island with the Bt Bour Veer'd to ⅓ a Cable

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1. PRO, Admiralty 51/4219.
2. *Ibid.,* the *Hinchinbrook* had sailed from St. Augustine October 11, to patrol the coast northward to the St. Mary's River, and returned to St. Augustine on November 1, 1776.

INTELLIGENCE RECEIVED BY VICE ADMIRAL JAMES YOUNG [1]

(Copy) St Croix, Oct. 27. 1776

(Private)

Sir,

Tho I have not the honor of being known to you I trust that this letter will not be considered either officious or intrusive To give an account of oneself is certainly awkward; nor would I attempt it on any except the present occasion, I must therefore beg leave to inform you that I left London the place of my residence last June & there had the honour of being known to several high in Office — Before I left England I took leave to mention to Lord George Germaine, that I was confident the Americans carried on Trade with the Danish Islands, & that I should endeavour to find out when here what Vessells had & were trading to those Islands, & that I would transmit any intelligence I might collect to such a quarter as I thought might produce good effects His Lordship did me the favor to approve of what I mentioned — I have brought an introduction (thro Lord Suffolk) to the Governor of the Danish Islands, and shall reside some Months in them to dispose of, or to put two Plantations I have at St Thomas on a better footing — These Circumstances I could wish to avoid mentioning, but I think every person is bound when he gives any intelligence to convey some Acct of himself — I must confess however that whatever intelligence I may give arises in some degree from interested motives, for I have property both real & personal on the continent, which I am persuaded cannot be beneficial to me unless Great Britain reduces the American insurgents to a proper obedience to its Legislative Authority — I hope that this will be presented to you by my Brother who belongs to the Regiment at Antigua; if not there he must be on duty in America —

It has given me pleasure to hear of the number of Captures made by His Majesty's Ships under your Command, but notwithstanding their vigilance several Vessells (generally small) have got in here. I have been but 16 days here, & six Schooners have arrived from the Provinces of North Carolina, Maryland, & Pennsylvania — As to what they bring it is of no consequence, but they all return with a few Articles (& those much wanted by the deluded people on the continent [)] such as Oznabrigs a little powder, Sugar & Rum — As to Powder it is fortunately very scarce, or they would not have met with so scanty a supply — Two days since one of the above Schooners (Packer Master) sailed for America, & amongst other Articles, did with some difficulty procure ten small Casks of Powder; but my astonishment was great to find such a Commerce countenanced by Government here — The Vessell went out under American Colours, saluted the Fort, & had the Complement returned the same as if She had been an English or a Danish Ship — I take it for granted that a similar conduct is observed in the Islands of St Thomas & St John belonging to the Crown of Denmark — This Island is now unquestionably well supplied with Provisions, so that the favourable reception of American Vessells cannot arise from necessity — Two of the six Vessels I have mentioned, are at West-end harbour, the other three at [East]-end, & will all sail in the course of a fortnight. — It is most probable that you have already received similar Accounts; if so, I have troubled you unnecessarily; I think however that I have discharged part of the duty a subject owes to Government: I shall therefore take leave to subscribe myself [(] without making any farther apology) with Respect, Sir [&c.]

[Unsigned]

I go over to St Thomas tomorrow where if I learn any thing shall take leave to trouble you again.

[Endorsed] No 3 Copy of a Letter of Intelligence (Private)

1. PRO, Admiralty 1/309.

28 Oct.

PETITION OF GEORGE CHILD, MASTER OF THE PRIZE SHIP *St. Lucia*, TO THE MASSACHUSETTS COUNCIL[1]

The Petition of George Child Humbly Sheweth, That your Petitioner being bound from Jamaica to Bristol, in the Ship *St Lucea* Loaded with Sugar & Rum, was taken by Capt Eleazer Giles of Beverly Commander of the Brigantine *Retaliation* and was Sent with his sd Ship into Said Beverly where it is probable his Sd Ship & Cargo will Soon be condemned,[2] the Captors having Generously Given him his adventure, which is Sufficient to purchase a Small Schooner, with which he is desireous of Returning to his family Therefore your petitioner Humbly prays yours Honors, to permit him to proceed from Beverly to Bristol, in a Schooner about fifty tons with Ballast & Stores Sufficient for Such a Voyage, with Ten men besides himself, Sd Schooner to be fitted out &c under the Inspection of the Committee of Corrispondence Inspection & Safety of Said Beverly, or other wise Releave your Petitioner as you in your Great wisdom Shall See fit. and your Petitioner as in Duty bound Shall Ever pray.

Beverly Octr 28th 1776 –

Geo Child

[Endorsed] State of Massa Bay in Council [Watertown] Octo 30. 1776 – On the Petition of George Child late Master of the Ship *St Lucia* Ordered That the Prayer of the said Petition be so far granted as that the said Capt Child be permitted to depart from this State by taking passage in any Vessell that may be going hence for Europe or the West India's & that he be permitted to take with him necessary Stores for his Passage under the Direction of the Committee of Corrs Inspection & Safety of the Town of Beverly

1. Mass. Arch., vol. 165, 397.
2. The *St. Lucia*'s trial was scheduled for November 18 at Salem, *Independent Chronicle*, Boston, October 31, 1776.

ACTS AND RESOLVES OF THE MASSACHUSETTS GENERAL COURT [1]

[Watertown] Monday October 28th 1776.

Petition of Job Trip of Dartmouth, setting forth That he was employ'd by the State in the month of April last, to take charge of a Vessel, & proceed to Philadelphia, in order to transport from thence a Cargo of Flour but he was so unfortunate as to be taken by one of the ministerial Tenders, the people on board of which were so inhuman, & cruel as to fire a broadside upon the vessel of the petr after he had Submitted, by which he was badly wounded in the thigh, the bone broken, & very much shatter'd, so that he has become a Cripple, unable to do any sort of business, & but a very small prospect of being any better; a Series of Misfortunes having attended the unhappy petr before this, that he was in low circumstances as to Interest & is now thrown entirely upon the benefaction of his friends & relations. This being his unhappy situation . . . he is encouraged from the known humanity, & benevolence of this, & former Assemblies of the great, & general Court of this State, to hope, & trust the present Hon: Court will take the deplorable situation of their unhappy Petr under their wise consideration, & grant him such relief, as they in their great Wisdom shall think proper. Order thereon In the House of Representatives. Resolved that thirteen pounds be paid out of the publick Treasury of this State to Walter Spooner Esqr for the use of Job Tripp, &c

1. Mass. Arch., vol. 36, 87–88.

Boston Gazette, Monday, October 28, 1776

Watertown, October 28.

Wednesday last Capt. Daniel Harthorne arrived at Salem from a Cruize. On his Passage he met with an armed Packet, which he attacked. In the Engagement (which lasted two Hours) he lost three Men killed and had 9 or 10 wounded, himself slightly.[1] Since which he has taken and sent into Cape Ann, a Prize Snow, laden with Oats, &c.

A Privateer commanded by Capt. [William] Carleton, which sailed from Salem on a Cruize about a Month ago, was taken near Canso, by the Brig *Hope,* Capt. Dawson, a few Days after leaving Port, and carried into Halifax. Capt. Carleton, with some of the Crew, made their Escape, by swimming ashore.[2]

1. The engagement was with the *Harriot* packet. See Journal of Ambrose Serle, October 21, 1776.
2. See journals of H. M. Sloop *Hope* and H. M. Brig *Diligent,* September 27, 28, 1776.

"A Journiel Kept By Ephraim Briggs Obourd of the Good Sloop *Warren* A bold Privateer A Second Cruize"[1]

Munday October the 28. Day A D 1776

Latter Part after Twleve stearing SE by E A Quick Brease At S by W saw A ship upon the Weather Bow Put About stood for Her Lost sight of her Put About stood to SE Again Munday Morning A fine Brease at SSW. Ten A Clock saw A schooner ENE stood for Her Cal'd hands to Quarters Came Up With Her Boarded her she was a schoner from Martinaci [Martinique] Bond to Salem got some fine limes & some orringes & some Loaf Sugar Came Aboard
Lattd in 40:25

First Part this 24 hours Foggy the Wind Starts to the westward Stearing SE, Rainey & Foggy the wind starts to the Nothard Five A Clock Jibed ship stearing SE. sent Down the Topsail Yard Judg our selves in the Current[2]

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1. RIHS.
2. The Gulf Stream.

Commodore Esek Hopkins to Captain John Paul Jones[1]

Sr Providence Octor 28: 1776

I Recd your Disegrable Letter and you are hereby Derected to goe Emedetly to Newport with the *Alfred* and if you think the *Hamden* will Not Do for the Cruse Capt [Hoysteed] Hacker and the Hole of the *Hamdon* Crue are to take the *providence* in [illegible] and folow the formor Directions if I Can will be at Newport to morrow I am your friend

Esek Hopkins Cmr Chief

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1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 177, NA.

Lieutenant Colonel Henry Beekman Livingston to George Washington[1]

[Extract]

Sr/ New Haven. Octr 28th 1776.

After having with the greatest Impatience waited the Arrival of the Whale Boats and Vessels that were to have been employed in the Long Island Expedition I find myself at Length disappointed, Colonel [William] Mc: Intosh having Marched two of the Regiments that were allotted for the Purpose to Head Quarters so that the Original Plan must of Necessity fall through as the Force we have left is Inadequate to the under[ta]keing. Colonel [William] Richmond's Regiment has only Three Hundred Men, and my Detachment together with Part of Colonel Smith's Regiment that have joined me amount to about two Hundred – The Term of Inlistment for Colonel Richmond's Regiment will be elapsed in ten Days. However we will not be Quite Disappointed but will make an attempt to Disperse the Recruits inlisting for General How on Long Island If our Orders extended to burning the Hay Grain and whatsoever we conceived might be of advantage to the Enemy, I immagine we might Distress them a little But this Governour Trumbull will not Authorise Colonel Richmond (to whome he has given the Command) to Execute. . . . If the weather permits I fancy we shall be to morrow Night on Long Island tho I don't think under the Restrictions laid on us anything of Great Consequence Can be Atchieved. I should have waited Your Excellencies Orders at this Place had I not received Express ones from Governour Trumbull to repair to Long Island . . .

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1. Washington Papers, LC.

MEMORIAL OF ADAM BABCOCK TO THE GOVERNOR AND COUNCIL OF SAFETY OF CONNECTICUT[1]

The Memorial of Adam Babcock of New Haven in sd State humbly sheweth, — That Your Honrs Memo[riali]st hath suffered great and heavy losses by having a Brigt of upwards of 140 Tons and a Sloop of upwards of 100 Tons burthen, both fine Vessels, together with their Cargoes of Oyl captured by two British Men of War, in the West Indies the Summer passt, as they were returning home from the Coast of Brazill, being solely the Property of Your Memost whereby he is much injured in his Fortune, and being obstructed from carrying on Trade & Business as heretofore, for Reasons well known to Your Honours, and no way left of retrieving those losses but by Reprisals on the Trade of those People, who have thus Despoil'd him of a great part of his property — He therefore humbly prays Your Honours, to grant him leave to purchase at Your Honrs Furnace in Salisbury — Fourteen Cannon — (Vizt) Eight Six pounders and Six Four pounders, and also Twelve Swivel Guns for the purpose of arming and equiping a private Vessel of War, to cruise against the Enemies of the United States of America — And Your Memost as in duty bound shall ever pray —

Adam Babcock

New Haven 28th Octo 1776 —

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[1] Trumbull Papers, V, 211a–b, ConnSL.

AUGUSTIN LAWRENCE AND SAMUEL TUDER TO THE NEW YORK PROVINCIAL CONVENTION [1]

Poughkeepsie, October 31 [*sic* 28], 1776[2]

Gentlemen –

Enclosed we send you an extract from a letter we have just received from the marine committee at Philadelphia. You will see by it we are referred to your Honourable House for directions and advice respecting the launching and securing of the frigates and their stores, which we desire to have as soon as possible. As unless you direct to the contrary, we shall launch the ship *Montgomery* on Monday [November 4], and the other as soon as possible afterwards. The custom of giving the carpenters a treat at launching, we suppose you would not mean to break through. The master carpenters judge 100 dollars for each ship on that occasion will be reasonable to allow. As we are directed to advise with you, beg your opinion in that matter. We are, gentlemen [&c.]

Augustin Lawrence, Samuel Tuder.

To the Hon. Pierre Van Cortlandt,
President of the Convention at Fishkill.

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[1] *New York Provincial Congress*, II, 337–38.

[2] The Convention was not in session, and this letter was received by the Committee of Safety. The Committee minutes note: "A Letter from Messrs. Tudor & Lawrence, at Poughkeepsie, dated October 28th, informing when the Ships will be launched." Force, comp.,

American Archives, V, 3, 275. The Journal of the Committee of Safety, October 29, as printed in *New York Provincial Congress,* I, 692, dates the Tuder-Lawrence letter "Octor. 24th." This is believed to be a typographical error because of the short distance between Poughkeepsie and Fishkill. October 28, the date given by Force, would seem more realistic, and has been used.

Memoirs of William Smith [1]

[Manor of Livingston] Monday 28 Octr 1776

I returned Yesterday from a Visit to Mrs [Margaret] Livingston . . . In this Journey I learnt that the British Fleet on the Lake consisted of

1 Ship of 18 – 12 lb
1 Schooner 14– 6 lb
1 Do. – 12 –6 lb
2 Gondolas 3–12 lb } Double fortified
1 Rideaux 6 – 24 lb Brass
1 Do. – 12 –12 lb Brass

Several double fortified 6 lb 4 – 8 Inch Hawitzers
28 Row Boats from 18 to 12 lb
Several 8 Inch Hawitzers

The American Fleet consisted of

1 Schooner of 12 – 6 lb
1 Do – 6 – 4 lb
3 Row Galleys – 10 18 to 4 lb

8 Gondolas 3 – 12 – to 4 lb
1 Small Hospital Schooner
1 Sloop – 10 to 4 lb

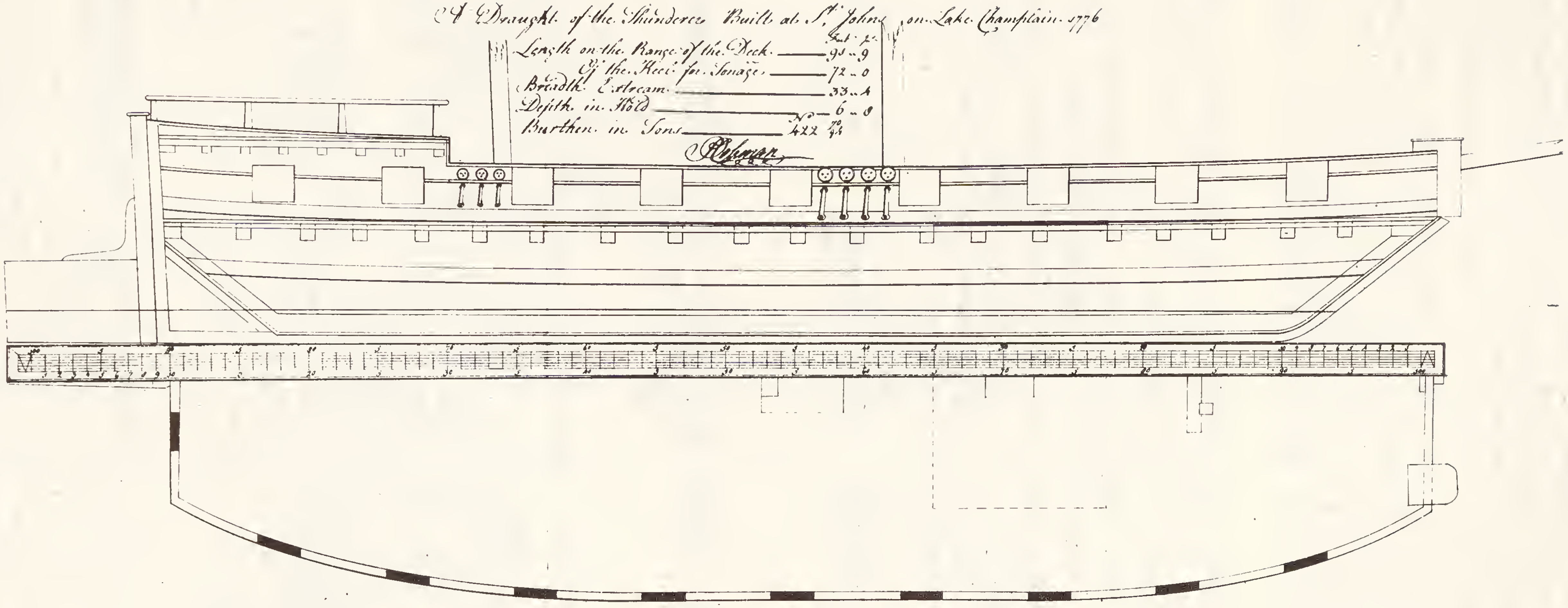
This List was given to me the 24t. on the Road by a Doctor Thompson of our Neighbourhood just come from Albany who had it from Mr. Walter Livingston, to whom it was furnished by General Waterbury a Prisoner in one of the Vessels lately vanquished and discharged by Govr. Carleton, who after very kind Usages dismissed all the Prisoners upon their Parole not to serve in the American Army till others were restored in their Places – The Prisoners report it as a Speech by Mr. Carlton's that he pitied them as deluded Subjects, but that if he took General Washington, Hancock, Adams and such Characters, he would send them to England to be executed as Traitors. – Whether the Tenderness is to wipe off the Odium of the Affair of the Cedars or in Consequence of Advice or Orders from General Howe is uncertain – Perhaps the Design is to win a Party in the Colonies to desert the Congress upon a Confidence that no others will be Sufferers on the Restoration of the old Governmt; and yet the last Accounts from below are that the Regulars have ravaged the Sea Coast from Frogs Neck to New Rochelle burn't many Houses & plundered the Effects of the Inhabitants –

[1] Sabine, ed., *Memoirs of William Smith,* II, 27.

New-York Gazette, Monday, October 28, 1776

New-York, October 28.

The *Unicorn* Frigate, which parted Company with the Fleet off Nantucket Shoals (as mentioned in our last paper) arrived here on Tuesday. – The Privateer, which the *Unicorn* chased, escaped by the Badness of the Weather.



A Draught of the Thunderer Built at S.t Johns on Lake Champlain 1776

	Feet	In.
Length on the Range of the Deck	91	9
Of the Keel for Tonage	72	0
Breadth Extream	33	4
Depth in Hold	6	0
Burthen in Tons	No 422	$\frac{70}{94}$

On Monday Afternoon the *Harriot* Packet came into Harbour, after a Passage of six Weeks and five Days from Falmouth. She fell in with a Rebel Privateer in Long. 20, and maintained a very smart Engagement for a considerable Time, when the Captain of the Privateer thought proper to sheer off. The *Harriot* lost her Master and five Men, and had several others wounded. The Mate brought in the Packet without any further Molestation. The Mail on Board left London on the 27th of August.[1]

The *Orpheus* and *Daphne* Frigates are gone to sea.

The Ships of War and other Vessels, make near 500 Sail within the Harbour.

Friday being the Anniversary of his Majesty's Accession to the Throne, the Day was celebrated here with every Demonstration of Joy. The Flag Ships hoisted the Royal Standard; and all the Ships in the Harbour gave a Salute of twenty-one Guns each. So noble an Appearance, and so grand a Salute, was never known in this Port before. The two Admirals gave Entertainments, and many loyal Toasts were drank upon the Occasion.

In the Evening the *Lark,* of 32 Guns, Captain [Richard] Smith, with about twenty Sail of Ships under Convoy, arrived safe in the Harbour from England. Many Recruits were on board.

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1. The engagement was with the Massachusetts privateer schooner *True American,* Daniel Hathorne, commander, of ten guns and eighty men, Mass. Arch., vol. 7, 243. See also *Independent Chronicle,* October 24, 1776, and Journal of Ambrose Serle, October 21, 1776.

VICE ADMIRAL RICHARD LORD HOWE TO COMMODORE WILLIAM HOTHAM [1]

Dr Sir *Eagle* [New York] Oct. 28: 1776

The tenor of your letter of yesterday concerning the restraint upon the Landing of more provision & necessaries for the Army, is what I daily expected; And, in that apprehension, was obliged to postpone my request for your return to us, until it was determined by the movements of the Army, what further need there might be for your direction of the arrangements that would be requisite in consequence

It is to be suitably provided in the Naval Department that I must intreat your continuance in the troublesome Service you have hitherto directed, Hoping that your Release will now very soon take place. And I reckon you may daily Expect the Generals request for moving with your suite of Transports nearer to us, preparatory to their Return to this Anchorage.

The Fire in the North River was a[s] our Frigates moved up to co-operate in an advance of the Trops under Lord Percy towards the Enemy's Lines on York Island; But no material Injury was done by it.

When any of the Batteaux can be spared from the Army Services, the attendance of the Transports Men will be useful at their ships.

The ships of War you will of Course direct to attend you Westward as you approach near us, providing only for a stationed Convoy for the Coasting Traders supplying New York with Fuel &c; As far as to the ships off Huntingdon Bay. I am Dr Sir [&c.]

Howe

The Enclosed I trouble you with, that it may get to Capt [Roger] Curtis by the earliest opportunity —

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1. Collection of Lord Hotham, Yorkshire (East Riding) County Record Office, England.

CAPTAIN CHARLES FIELDING, R.N., TO PHILIP STEPHENS [1]

Sir/ *Diamond* off New York Oct. 28th 1776

You will be pleas'd to inform their Lordships of my arrival at this place with the Convoy under my orders on the 19th instt and that on the 23d of Sepr the *Unicorn* chaced & brought to the Fleet the *Bost-wick* Brig, Alexr Anderson master, loaded with provisions! she had parted company from her Convoy the *Perseus,* had been taken by a Rebel Privateer, & releas'd they not having men sufficient to Navigate her, & another Vessel they had likewise taken. Also that the *Unicorn* chaced & took on the 30th of Septr the *Wolfe* Sloop Jams Freeman master, a Privateer belonging to Boston, with 10 Carriage, & 10 Swivel Guns, and ninety men; [2] both of whom I also brought in. Further you will represent to their Lordships the very bad conduct of John Coghlan Master of the Ship *Lovely Mary* belonging to Bristol, loaded with ordnance stores; he attempted to leave the Convoy on the night of the 20th of Augst but was fortunately cross'd upon, & brought back by the *Unicorn* in the morning, who had chaced ahead the day before, & was rejoining the Fleet; he had also broke the seal of his rendezvous; I put a careful midshipman with five men directly onboard him, and took two of his men out.

I cannot well express the trouble I had from the dullness & obstinacy of the Masters of the Dutch Transports, & the great delay from that, & the very heavy sailing of most of their ships; & I must conclude from the bad management of them in general, that the superintendants either had not power to exercise their Authority, or that they were extremely neglectful and inattentive; I must except Mr Blackstone in the *Eiken Boom,* who for the latter part of the Voyage particularly, kept his Ship in a very good station. I am Sir [&c.]

Ch^s Feilding

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1. PRO, Admiralty 1/1790, 4, 11.
2. The Massachusetts privateer sloop *Wolfe,* Captain Nathaniel Freeman, was commissioned September 4, 1776, Mass. Arch., vol. 7, 327.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Monday, October 28, 1776

The Marine Committee brought in a report, which was read; Whereupon, *Resolved,* That the Marine Committee be empowered to employ such persons as they shall think proper, to execute the business entrusted to them and report their names to Congress:

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[1] Ford, ed., *JCC,* VI, 905, 906.

JAMES CLARKE TO DANIEL OF ST. THOMAS JENIFER[1]

Hon Sir Baltimore Octor 28th 1776

When I was last at Annapolis, Melcher Keener and myself made the Honble Councill of Safety; an offer to serve them, in the purchase of Produce here, but since that, we have not had the pleasure of hearing from the Honble Council, do suppose they are otherways engaged. I have a Schooner on hand, which by a resolve of our committee sometime ago, I am not allowed to load on my own Acct – have resolved to sell her, and should you still be in want of vessells, may have her if you please. – she will carry 700 Barrells or Upwards, she will want some repairs the price as she lies is 450 £[2] I remain respectfully &c

James Clarke

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[1] Red Book, XI, Md. Arch.

[2] *Ibid.,* Clarke wrote again on October 31 urging the Council of Safety to act, and upping the capacity of the schooner to 800 barrels.

BILL OF WILLIAM PATTERSON, COMMANDER OF THE MARYLAND BOAT *Dolphin*[1]

Octo 28th 1776 Dr the State of Mary land To

	£ s d
William Paddison of the Armed Boat *Dolphin* For three Months and Seven Days at £ 12 P Month from the 21st July to 28th Octor 1776 inclusive	38..16..0
To wages Due five hands f[or] 86 Days work at 5/s P to the 2d Octor 1776 –	21..10..0
£	60.. 6..0

28th October 1776 The above Accot proved before

Thos B Hodgkin

Board of Accounts 28 Octor 1776 This Account examined & passed by this Board.

Thos B Hodgkin
Willm Wilkins

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[1] Revolutionary Papers, Accounts 1777, Box 2, Folder 1, Md. Arch. This account is endorsed: "included in An Account rendered & passd the 21st February 1777."

JOURNAL OF THE VIRGINIA COUNCIL OF SAFETY[1]

[Williamsburg] Monday October 28th 1776

Ordered that the Keeper of the Public Magazine receive for the use of this State all the Powder lately imported by Joshua Storrs and Company in the Schooner *Betsey.*

Ordered that the Commissary of Publick Stores receive for the use of this State all the Medicines and Blankets imported by Joshua Storrs and Company in the Schooner *Betsey.*

[1] McIlwaine, ed., *Journals of the Virginia Council,* I, 217.

JOURNAL OF H.M.S. *Solebay,* CAPTAIN THOMAS SYMONDS[1]

Octr 1776 Cape Hatteras N4:59 Wt 45 Lgs

Monday 28 at 6 AM a Sail to Leewd Made Sl after her fird 11 Nine Pd shot to bring her too, found her to be a Sloop from No Carolina bd to St Eustatia laden with Tobacco, Tar &c.[2] sent some Men on board her

Light breezes & Cloudy 1st part, Mid: Squally lattr fresh breezs at 2 PM fired 2 Guns for the Convoy to come under our stern at 5 repd the Sigl with 1 Gun, in 1st Rf F: & Mn Topsls

[1] PRO, Admiralty 51/909.

[2] Sloop *Peggy,* Howe's Prize List, March 31, 1777, *ibid.,* 1/487.

JOURNAL OF THE SOUTH CAROLINA NAVY BOARD [1]

Navy Board [Charleston] Monday 28th October

The following Message was agreed to be sent to his Excy the Prest vizt

Navy Board Charles Town 28th October 1776

Sir. The Commissioners of the Navy on enquiry, find, that no Contract has yet been made, for any of the Gallies, and agreable to the Act; appointing that Board, the Commissioners have no authority to Enter into any Contract, for Building, without the Concurrence of the President and Privy Council, The Commissioners Therefore, desire your Excellency will (if it is judged necessary) give directions to Enter into Contract with such persons, as are willing to undertake the Building of Gallies, and to provide Necessaries for the same —

By Order of the Board Edward Blake first Commissioner

The first Commissioner was desired to wait upon the President, & Acquaint him, That the Board were of opinion it would be for the service of this State, that the Armed Vessels *Comet* & *Defence,* should proceed directly, to One of the French Islands in the West Indies in order to procure Seamen where (by information they have received) there are good Grounds to believe may be readily obtained, & that they Could carry Indico to the value of £ 500. Sterling each, to defray their Expenses & purchase such necessaries as may be wanting.

1. Salley, ed., *South Carolina Navy Board,* 15.

29 Oct.

The Freeman's Journal, TUESDAY, OCTOBER 29, 1776

Portsmouth [October 29].

Arrived here last sunday a prize ship called the *success,* Eleazer Ball late master, taken by the *Retaliation* privateer from Salem, in lat. 42. long. 47. she sailed from Jamaica the 9th of August, was taken the 6th of October. Her cargo consists of 244 hogsheads & 12 tierces of sugar, 156 puncheons of rum, 4 bags of cotton, mahogany fustic &c. The said privateer had also taken a brig and ship, and saw her engage another ship.[1]

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[1] Captain Eleazer Giles commanded the brig *Retaliation.* The *Success* was subsequently brought around to Boston and libeled against November 7, 1776, along with the ship *Alfred,* Thomas Callender, master, also taken by Giles. *Independent Chronicle,* Boston, November 7, 1776.

PETITION OF JOSEPH HOWGATE, PASSENGER IN THE PRIZE SHIP *Sarah and Elizabeth,* TO THE MASSACHUSETTS COUNCIL [1]

To the Honle Council of the State of Massachusetts Bay – the Petition of Joseph Howgate humbly sheweth, that your Petitioner had taken Passage on Board the Ship *Sarah* [*&*] *Elisabeth,* bound from Jamica to London, which Ship was taken by the Privateer *Warren,* Capt [William] Coas Commander and carried in to Cape Ann – By which your Petitioner, is not only a great Loser, but in his present Condition is so reduc'd that he must now become an Expence to this State, except your Honrs afford him that Relief which your Honrs have humanely granted to others – he begs leave also to inform your honrs that, to add to his present unhappy State, he has with him a little Daughter, born and bred up in the west India Climate, who cannot indure the severity of this Northern Clime, without enduring great hardship; – therefore your Petitioner prays your Honrs to permit him with his Child and a Negro Servant, a Lad, to depart this State, for Lisbon in the Brigg *Dolfin* ownd by Mr Silvanus Huzzy of Lynn, Commanded by Capt Johnson, and your Petitioner as in Duty bound will Ever pray,

Joseph Howgate.

Cape Ann Oct. 29th 1776

[Endorsed] Council Chamber [Watertown] Oct. 31. 1776 On the Petition of Joseph Howgate, Orderd that the said Joseph, with his Daughter and his Negro Servant be, and they hereby are permitted to depart this State, in the

Brigg *Dolphin,* bound to Lisbon, ownd by Sylvanus Huzzy of Lynn; it having been made to appear to Council that the said Howgate was a Passenger, bound from Jamaica to London, as set forth in the Petition. —

1. Mass. Arch., vol. 165, 394, 395.

ASSIGNMENT OF PRIZE SHARES BY WILLIAM MORRIS, A SEAMAN ON BOARD THE CONNECTICUT PRIVATEER SLOOP *American Revenue*[1]

Recd of Obadiah Pease of Edgartown In the County of Dukes County Mariner The Sum of Three Pound Eighteen Shillings It Being In full Satisfaction for one forth Part of my Share of All Prize money Goods Wares & marchandise That May Be Captued & Sent Into Port by The Armed Sloop Colled The *American Revenue* Samuel Champlain Commander During The Present Intended Cruize Hereby Reliqueshine my Claim Right And Tittle To The One forth Part of my Share As Afor[e]sd to The Said Obadiah Pease his heirs & Assignes As Witness my hand And Seal at Edgartown

And Seal at Edgartown
This 29 Day October 1776
Witness
Jonathan Bunker
Anthoney Pent

his
William X Morris
mark

This Being A True Cope

1. Nathaniel and Thomas Shaw Letters and Papers, NLCHS.

JOURNAL OF LIEUTENANT WILLIAM DIGBY [1]

[Rivière Sable]

29 [October]. During the months of october and november there are frequent squalls of wind on the Lake [Champlain], which come momentary off the land, & do great damage, particularly to small-craft; a few days before, the *Carlton* being under way & cruising on the lake, one of these sudden squalls was very near laying her on her beam ends.

1. Digby's Journal, BM.

NEW YORK COMMITTEE OF SAFETY TO THE SUPERINTENDENTS OF FRIGATES AT POUGHKEEPSIE[1]

Gents: [Fishkill, October 29, 1776][2]

Yours of Yesterday with copy of that to you from the marine committe at Philadelphia inclosed, came to hand. We advise you to proceed by all means to lanch the Frigates as soon as you can & then to proceed with the Vessels to the place most safe in Roundout Kill near Esopus Landing. We are sensible of the custom to give a treat to the workmen after lanching nor do we know that the sum of 100 Dollars for each is too much. We would recommend to you to have it properly considered, that you may not be blamed of Extravagance & we of giving a sanction thereto. We are obliged to you for your invitation to see the Lancing but whether any of the Members will be able to attend we know not. There are so few members present that few if any can be spared.

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1. *New York Historical Manuscripts,* I, 578.
2. See footnote 2 under Lawrence and Tuder to New York Provincial Convention, October 28, 1776.

TENCH TILGHMAN TO WILLIAM DUER[1]

[Extract] Head Quarters White plains 29 Octr. 1776

Dear Sir:

Your Express did not call Yesterday or I overlooked him in the Hurry of the Day. If I had seen him I should have informed you that the Cannonade you heard was at Mount Washington and not at this Place – Two Frigates came up and anchored alittle below the Forts to stop the Passage at Bourdet's Ferry, but one of them soon got such a Dose from a Battery of 2 18 Pounders that she was obliged to cut and run having received 26 Shot thro' her Hull. She was towed off by her own Boats and those of her Consort with Pumps constantly going[2] They at the same Time attacked our Lines at Harlem Heights but were repulsed. . . .

Wm Duer Esqr of the [New York] Committee
[of] Correspondence Fishkills

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1. Sabine, ed., *Memoirs of William Smith,* II, 33–34. In transcribing this letter into his memoirs, Smith called the writer "James Tilghman" in error.
2. H. M. S. *Pearl* and H. M. S. *Repulse.*

GENERAL ORDERS OF VICE ADMIRAL RICHARD LORD HOWE[1]

Memo/ [New York] October 29th 1776

When returns are made to the Admiral of the State & Condition of the Ships of the Squadron, the Captains of such ships as bear supernumeraries are to specify on the back of their respective Returns, the Name of the Ships to which such Supernumeraries belong, & the Number belonging to each; But if their Supernumeraries should not belong to any particular Ship, the Number borne as Pilots, Prisoners, Invalids or in any other Quality are to be particulary distinguished –

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1. Order book of Captain William Cornwallis, R. N., NYHS.

VICE ADMIRAL MOLYNEUX SHULDHAM TO PHILIP STEPHENS[1]

Sir, *Bristol* off New York 29th Octor 177[6]

I am to acknowledge the Receipt of your Letter of the 25th July signifying to me that their Lordships had directed Vice Admiral Lord Howe to Order me to return to England in His Majesty's Ship *Chatham* towards the fall of this Year, unless His Lordship shall judge it expedient for His Majesty's Service that I should continue with the said Ship in North America. I am Sir [&c.]

Shuldham

[Endorsed] Recd 29 Decr & Read

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1. PRO, Admiralty 1/484.

JOURNAL OF AMBROSE SERLE[1]

[On board H. M. S. *Eagle,* New York]
Tuesday 29th. October.

We had the Pleasure to hear this Morning, through the Channel of the Rebels themselves, that Genl Carleton had defeated their armed Vessels upon the Lakes, and taken many of them Prisoners; that he was landed at Crown Point, and was advancing towards Ticonderago. It appears likewise that many Indians were with him. There is no doubt, considering the Channel, but this is the Truth, though perhaps not the whole Truth.

In the Evening, Advice was received from Capt. [James] Ferguson of the *Brune,* that a large armed Flat Boat of the Rebels, full of men, had attempted to make an Incursion within our Lines last Night, that the *Brune* had fired upon them with great Guns & small Arms, and that this Morning the *Brune*'s People took the Boat, which was greatly shattered, and its Bottom covered 2 full Inches with Blood. Above 60 Shot had passed through its Sides, and 'tis supposed they killed above 50 men. The Cries, Shrieks & Groans of the Rebels, some dying in the Boat, others drowning in the Water, were very shocking and dismal.

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1. Tatum, ed., *Serle's Journal,* 133.

JOURNAL OF THE CONTINENTAL CONGRESS[1]

[Philadelphia] Tuesday, October 29, 1776

Congress resumed the consideration of the report of the Marine Committee: Whereupon,

Resolved, ~~That all private ships of war, merchant ships, and other vessels belonging to the subjects of these states, do pay respect to the continental ships of war, of any kind and denomination, by hauling down their pendants when in company with any of them, and also by lowering the sails usually lowered by British traders to British ships of war when they meet.~~

That no private ships or vessels of war, merchant ships, and other vessels belonging to the subjects of these states, be permitted to wear pendants when in company with continental ships or vessels of war, without leave from the commanding officer thereof.

That, if any merchant ship or vessel shall wear pendants in company with continental ships or vessels of war, without leave first obtained from the commander thereof, such commander be authorized to take away the pendants from the offenders.

That, if private ships or vessels of war refuse to pay the respect due to the continental ships or vessels of war, the captain or commander, so refusing, shall lose his commission.

Resolved, That the further consideration of the report be postponed till to Morrow.

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1. Ford, ed., *JCC,* VI, 907, 908–09.

Captain John Paul Jones' Certificate[1]

I do hereby certify that John Paul Jones was duly commissioned and appointed to command the armed Sloop called the *Providence* and that the sd Sloop is now employed in the Service of the thirteen United States of North America Witness my Hand

[Philadelphia] October 29th
1776

John Hancock Presid

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1. Naval History Society Collection, NYHS. This is not a commission but a certificate issued in connection with the trial of prizes brought in by the Continental Navy.

Captain Hugh Montgomery to the Pennsylvania Council of Safety[1]

Gentlemen The night of the 28 Inst it being may [*sic* my] Guard in the Estern Channell about 7 Oclok Dawson the pilot Cam through the Channel verry abruplay and wold not bring too I sent may boat after him and was almost at Chester befor the boat Could overhal him and without a Permit from the board Gentlemen we hav had several inst[a]nces of this kind and wold be glad this Honourable Board will see into it Your Verry Humble serven to Command

Hugh Montgomery

P: S before the smal boat Could return their was several veshels past without Over haling for want of her

[Galley] *Effingham* Octr 29

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1. Gunther Collection, ChHS.

Trial in Pennsylvania Admiralty Court of the Prize Brigantine *Richmond*[1]

[Admiralty Court, Philadelphia]

And now to wit the twenty ninth Day of October aforesaid at a Court held at the State house aforesaid Before his Honor the Judge Come as well the Libellant and the Claimants aforesaid as the Jurors aforesaid – And the said Jurors being asked upon Oath and Affirmation aforesaid respectively do say That they find the Facts set forth in the Bill are not true And that the Brigantine *Richmond* with her Tackle Apparel Furniture and

Cargo and the Monies found on [board] at the Time of her Capture are the Property of the Claimants in this Cause –

Whereupon his Honor the Judge proceeded to the publication of his definitive Sentence or Decree in this Cause in the words following to wit –

It appearing to me from the Verdict of the Jury empannelled sworn and affirmed in this Cause upon the Evdence produced to them That the Facts set forth in the Bill are not true and that the said Brigantine or Vessel called the *Richmond* in the said Bill mentioned with her Tackle Apparel Furniture and Cargo and the Monies found on board her at the Time of the Capture are the property of the Claimants in this Cause, I do thereupon adjudge and decree that the Bill of the said John Criag be dismissed And that the said Brigantine or Vessel called the *Richmond* with her Tackle Apparel and Furniture, and all and singular the Goods Wares Merchandize and Monies found on board her at the Time of her Capture as mentioned in the Bill be restored and redelivered unto the said George Folger and Seth Jenkins in the Claim aforesaid named to and for the Use of themselves and others the Owners and proprietors thereof in the said Claim named and mentioned And I do further adjudge and decree that there was probable Cause of Seizure of the said Brig by the said Libellant And that therefore the said Libellant pay and satisfy only that part of the Costs and Charges of this Tryal and Condemnation which have accrued on his said Bill into the Hands of the Marshall of this Court And I do further adjudge and decree that the said Claimants pay and satisfy unto the said Marshall all the Rest and Residue of the Costs and Charges aforesaid And I do order the said Marshall to pay the whole of the said Costs and Charges into the Hands of Michael Hillegas Esquire Treasurer of the State according to the Resolves of the honorable Continental Congress and of the honorable House of Representatives of this State –

Geo: Ross

October 29th 1776 –

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1. Revolutionary War Prize Cases, No. 7, Court of Appeals, 1776–1787, NA. *Richmond* had been captured by the Pennsylvania privateer sloop *Congress,* Captain John Craig. Her owners protested the capture, and their claim to being "friends of America" was backed by Benjamin Franklin and Richard Henry Lee. Captain Craig appealed to the Continental Congress.

WILLIAM HOOPER TO THE PRESIDENT OF THE NORTH CAROLINA CONVENTION [1]

Honoured Sir

Philadelphia Oct 29 1776

By my worthy Colleague Mr [John] Penn, I do myself the honour to transmit a resolution of the continental Congress which bears immediate relation to the State of North Carolina.[2] The Congress having been informed that the Armed vessels belonging to the Enemy have lately quitted the River of Cape fear, and have proceeded to the Northward, have bestowed their thoughts upon the practicability of fortifying that entrance into your state, and excluding the British Men of War. The importance of such a measure must weigh as powerfully with you as with them, & I am well assured that nothing will be wanting on your part to carry it into Execution with all possible dispatch. As this is the only Port in the State of North Carolina, into which the Enemies can introduce ships of any considerable force, should they be prevented here, we shall have nothing to fear from any forces which they may send against us in the ensuing Winter. The Harbour of Cape fear will furnish a secure receptacle for our own trading Vessels, and those of foreigners who from this Advantage may be induced to prefer ours to the ports of other states. The Privateers of the several states, as well as the Continental armed Vessels will carry any prizes which they make to the Southward into No Carolina when they are apprized of the protection which they and their Captures will receive, and by these means we shall be supplied with the many articles of which we now feel the most pressing necessity.

We are aware of the scarcity of heavy Cannon in your state & have therefore procured a recommendation to you to apply to South Carolina to aid you in that respect. We flatter ourselves that it may produce the effect we wish, as it will be nothing but a reciprocal Civility and what North Carolina is well entitled to for the ready and ample succour afforded to South Carolina when in imminent danger from its Enemies. Our own Guns small as they are may be made useful and I know not how more essentially. The Continental Troops will be employed in this service, & the Expence arising from the hire of negroes to perform the most laborious part of the operation will be considerable, but must appear contemptible when weighed against the publick emolument which will result from it.

You will observe that this is to be executed at the Expence of your own particular state, a recommendation of a similar kind went to South Carolina, in consequence of which they have erected great & very expensive fortifications at their own cost. It becomes Oeconomy in you to bear this Expence yourself, rather than by making it Continental, expose yourself to pay your proportion of the large fortifications which have been or may hereafter be erected in the Eastern States. Your proportion only of the Connecticut forts would amount to as much as the whole of these proposed for your colonial security – In this case therefore It will be political (at least for us) to suffer each state to bear its own burdens.

Should the Convention think it proper to apply to the Continent[al] Congress for the Assistance of an Engineer to execute this proposal, I shall upon being informed thereof immediately take the proper steps to procure one and send him on I am Sir With great Respect to yourself & the Convention [&c.]

Will Hooper

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1. Secretary of State Papers, Provincial Conventions and Congresses, 1774–1776, NCDAH.
2. An extract from minutes of the Continental Congress, Ford, ed., *JCC*, VI, 908.

JOURNAL OF THE MARYLAND COUNCIL OF SAFETY [1]

[Annapolis] Tuesday. October 29th 1776

Commission issued to Wm Patterson appointed Commander of the Schooner *Dolphin,* mounting eight Swivels, belonging to this state.

Ordered That Captain Patterson be furnished with twenty two musquets out of Captains Brooke & Smith's Company. –

Commission issued to Edward Markland, app[ointe]d Lieutenant, and Richard Coward Master of the Schooner *Dolphin.* –

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1. Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

STEPHEN STEWARD TO THE MARYLAND COUNCIL OF SAFETY [1]

Gentell Men/ [Wood Yard] octob[er] the 29 1776

Mr Gide[o]n odair [Adair] Waits on you for a Comition as Captain of Morreens onboard of the Largest Provence Schooner Which I hope to have Riged and fit for sea In 10 or 12 day as sailers are verey Hard to be got I Shuld think it Would be well for you to Put from 20 to 30 Lands Men on board after being aCruse thay will becom half Sailers Which will be of great use to this State Mr odaier as I have said to you before is as fiting a man for the Servis as any of My aquantance he has the offer of going out In that Station In a Small Privetear In this Nabour Hud but now Coms to you to give you the prefernce If you Shuld think of given him a Commition itis high time he was Recruting as thar is Several Recruting Parti[e]s about this Place and Petoxen I am Gentell Men [&c.]

Stephen Steward

If you shuld give Mr odair a Comition it will be well to tell him to git as Many Young Cuntrey Born Lads as he Can

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1. Red Book, XI, Md. Arch.

JOURNAL OF THE VIRGINIA NAVY BOARD[1]

[Williamsburg] Tuesday 29th October 1776.

Ordered that the keeper of the Public Magazine deliver unto Capt Edward Travis two hundred and fifty pounds of Gunpowder, One hundred and fifty pounds of Lead Twenty five four Pound Shot and Ten Barr Ditto for the use of the Brig *Liberty* –

Ordered that Mr Thomas Archer deliver unto Capt Edward Travis six Blunderbus[s]es Twenty Barrells of Pork one Coil twelve thread Ratlin One Coil of Nine thread Ratlin and twenty Water Casks for the use of the Brig *Liberty.* –

Ordered that the keeper of the Public Store deliver unto Capt Edward Travis one two hour Glass, two one Hour Glass's, two half hour Glass's, two half Minute Glass's, two Quarter Minute Glass's for the use of the Brig *Raleigh.* –

Ordered that Lieut William Green of the Sloop *Defiance* suffer such Men as he may have to spare to Enlist with Capt Edward Travis of the Brig *Raleigh* and that he give the said Travis every Assistance in his power in Enlisting Men –
Ordered that the Commanding Officer of the Sloop *Defiance* deliver unto Capt Edward Travis of the Brig *Raleigh* the six Oar'd Boat which belongs to the *Defiance,* and receive from the said Travis a four Oar'd Boat in Lieu thereof. –

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1. Navy Board Journal, 93–94, VSL.

JOURNAL OF H.M.S. *Antelope,* CAPTAIN WILLIAM JUDD [1]

October 1776 The Middle part of Tortuda 5 or 6 Leags

Tuesday 29th AM Tack'd Ship at 5 got up the MnT Gallt Yard at 6 saw a Sail to the SW 2d Reef Top Sails and gave Chace 8 Fired a Shot and Brot her too Hoisted out the Boat and sent an Officer on Board found her to be a Brigg with French Colours from Cape Francois said to be bound to St Pierre Miquelon with powder on Board took possession of her on Suspicion.[2]

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1. PRO, Admiralty 51/39.
2. Brig *St. Mary,* Gayton's Prize List, *ibid.,* 1/240.

VICE ADMIRAL JAMES YOUNG TO PHILIP STEPHENS[1]

Sir, Antigua 29th October 1776.

Please to acquaint my Lords Commissioners of the Admiralty; that pursuant to their Directions of the 20th February last: I have this day Ordered Captain John Chapman, to proceed to the Island of St Christophers, with His Majesty's Sloop *Shark,* under his Command, to Convoy the Homeward bound Trade from these Islands; from whence he is to Sail the 4th November, with such Merchant Ships and Vessels as are then ready; And as it is said the American Armed Vessels Cruize between the Latitudes of 30° and 35° North, I have thought fit to Direct Captain Chapman to Convoy the Trade as far as the Latitude 38° North, lest they should be intercepted by the Rebels, which I flatter myself will meet with their Lordship's approbation.

The 30th September last, I informed their Lordships, by a Letter addressed to you, (Duplicate of which accompanys this;) that on the 6th and 7th of that month, a Violent Gale of Wind did considerable Damage among the Islands, particularly to the Shipping; and that I was apprehensive His Majesty's Sloop *Pomona* had met with some Disaster, as She was to have returned to English-harbour the 5th September. Since which, have not had any certain Intelligence concerning her;[2] I am therefore to desire you will be pleased to move their Lordships to send me some other Ship in her stead, as I am much afraid, if She is not gone away to Jamaica some sad Catastrophe has happened to her. – And the Governors and Inhabitants of some of the Islands, having Signified to me They were apprehensive, that from their Defenceless State they may be Visited and Insulted by the American Rebel's Armed Vessels, which these Seas are now much pestered with: I must again Request their Lordships will be pleased to Order a Considerable Re-inforcement to the Squadron on this Station, and thereby better enable me to protect His Majesty's Islands from any such Insult; for which purpose I am of opinion it is extreemly necessary that one Ship, at least, should be Stationed to Cruize off each of the British Islands, besides those employed to prevent the Rebels being Supplyed with Warlike Stores from the Foreign Islands: – A Service in which I greatly miss the *Pomona,* being the only fast Sailing Vessel of the Squadron.

The 19th Instant the Packet from England, that sailed in the month of August arrived at this Island; but contrary to my expectations, brought me no Public Dispatches; which I presume proceeds from some mistake.

Inclosed is the State and Condition of the Squadron under my Command, which you will be pleased to communicate to their Lordships. – I am sir [&c.]

Jam^s Young

[Endorsed] Recd 21 Decr Read & Ansd 1 Jan

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1. PRO, Admiralty 1/309.
2. "Letters from France . . . likewise bring the melancholy News that the *Pomona* Sloop of War of eighteen Guns (which had been so remarkably successful against the American Privateers,) is totally wreck'd, and all the Crew perished." *Public Advertiser,* London, February 24, 1777.

Vice Admiral James Young to Captain John Chapman, H.M. Sloop *Shark*[1]

Secret Order

By James Young Esqr Vice Admiral of the Red, and Commander in chief of all his Majestys Ships and Vessels, employed & to be employ'd at Barbadoes, the Leeward Islands and in the Seas Adjacent. –

Whereas I have directed you by my Order of this date, to take charge of the homeward bound Trade from these Islands, and convey them from St Christophers on their way to Europe; 120 leags clear of the Island of Anguilla, and then have recourse to these Secret Orders, for your further proceedings.

You are hereby farther required & directed, to proceed with said Convoy, as far to the Northward as the Latitude of 38° North and then leave them to proceed on their Voyage transmitting a List of all Vessels which go under your Convoy to the Secretary of the Admiralty; and deliver me a Copy of the same when you return, after performing the above Service, You are to proceed forthwith to English Harbour Antigua, Speaking all Vessels you may fall in with, on your Passage, And are to make Capture of all American Vessels agreeable to former Orders; For which this shall be your Order.

Given under by hand at English Harbour
Antigua the 19th [*sic* 29] October 1776.
Jam^{s} Young

By Command of the Admiral Geo: Lawford A Copy

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1. PRO, Admiralty 1/1611, 10, 13.

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30 Oct.

NARRATIVE OF COLONEL ETHAN ALLEN[1]

[On board H.M.S. *Lark*, October 12 to October 30, 1776][2]

In a few days after this, the prisoners were ordered to go on board of a man of war, which was bound for New-York; but two of them were not able to go on board, and were left at Halifax; one died, and the other recovered. This was about the 12th of October, and soon after we had got on board, the captain sent for me in particular to come on the quarter deck. I went, not knowing that it was capt. [Richard] Smith, or his ship at that time, and expected to meet the same rigorous usage I had commonly met with, and prepared my mind accordingly; but when I came on deck, the captain met me with his hand, welcomed me to his ship, invited me to dine with him that day, and assured me that I should be treated as a gentleman, and that he had given orders, that I should be treated with respect by the ship's crew. This was so unexpected and sudden a transition, that it drew tears from my eyes, which all the ill usages I had before met with, was not able to produce, nor could I at first hardly speak, but soon recovered myself and expressed my gratitude for so unexpected a favor; and let him know that I felt anxiety of mind in reflecting that his situation and mine was such, that it was not probable that it would ever be in my power to return the favor. Capt Smith replied that he had no reward in view, but only treated me as a gentleman ought to be treated; he said this is a mutable world, and one gentleman never knows but it may be in his power to help another. Soon after I found this to be the same capt. Smith who took my part against gen. [Eyre] Massey; but he never mentioned any thing of it to me, and I thought it impolite in me to interrogate him, as to any disputes which might have arisen between him and the gen. on my account, as I was a prisoner, and that it was at his option to make free with me on that subject, if he pleased; and, if he did not, I might take it for granted that it would be unpleasing for me to query about it, though I had a strong propensity to converse with him on that subject.

I dined with the captain agreeable to his invitation, and oftentimes with the lieutenant, in the gun room, but in general ate and drank with my friend Lovel [James Lovell] and the other gentlemen, who were prisoners with me, where I also slept.

We had a little birth enclosed with canvas, between decks, where we enjoyed ourselves very well, in hopes of an exchange; besides, our friends at Halifax had a little notice of our departure, and supplied us with spirituous liquor, and many articles of provision for the coast. Capt. Burk [William Burke] having been taken prisoner, was added to our company, (he had commanded an American armed vessel)[3] and was generously treated by the captain and all the officers of the ship, as well as myself. We now had in all near thirty prisoners on board, and as we were sailing along the coast, if I recollect right, off Rhode-Island, capt. Burk, with an under officer of the ship, whose name I do not recollect, came to our little birth, proposed to kill capt. Smith and the principal officers of the frigate and take it; adding that there were thirty five thousand pounds sterling in the same, capt. Burk likewise averred that a strong party out of the ship's crew was in conspiracy, and urged me, and the gentleman that was with me, to use our influence with the private prisoners, to execute the design, and take the ship with the cash into one of our own ports.

Upon which I replied, that we had been too well used on board to murder the officers; that I could by no means reconcile it to my conscience, and that in fact it should not be done; and, while I was yet speaking, my friend Lovel confirmed what I had said, and farther pointed out the ungratefulness of such an act; that it did not fall short of murder, and in fine all the gentlemen in the birth opposed capt. Burk and his colleague: But they strenously urged that the conspiracy would be found out, and that it would cost them their lives, provided they did not execute their design. I then interposed spiritedly, and put an end to farther argument on the subject, and told them that they might depend upon it, upon my honor, that I would faithfully guard capt. Smith's life: If they should attempt the assault, I would assist him, for they desired me to remain neuter, and that the same honor that guarded capt. Smith's life, would also guard theirs; and it was agreed by those present not to reveal the conspiracy, to the intent that no man should be put to death, in consequence of what had been projected; and capt. Burk and his colleague went to stifle the matter among their associates. I could not help calling to mind what capt. Smith said to me, when I first came on board; "This is a mutable world, and one gentleman never knows but that it may be in his power to help another." Captain Smith and his officers still behaved with their usual courtesy, and I never heard any more of the conspiracy.

We arrived before New York, and cast anchor the latter part of October[4] where we remained several days, and where capt. Smith informed me, that he had recommended me to adm. Howe and gen. sir Wm. Howe, as a gentleman of honor and veracity, and desired that I might be treated as such. Capt. Burk was then ordered on board a prison-ship in the harbor.

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1. *Ethan Allen,* 73–77.

2. H. M. Frigate *Lark,* convoying twenty-four victualers bound for the army at New York, had put into Halifax toward the end of September, 1776.
3. William Burke commanded Washington's schooner *Warren* which was taken by H. M. S. *Liverpool* on August 26, 1776.
4. See Diary of Frederick Mackenzie, October 26.

SALEM COMMITTEE TO THE MASSACHUSETTS COUNCIL[1]

The Committee of Correspondence, Inspection & Safety of the town of Salem, humbly shew –

That divers of the subjects of the king of Great Britain taken in vessels in his immediate service, & on board merchant vessels, are now resident in this town & in other maritime towns, that their numbers are daily increasing, as prizes are brought in, that the resolves of Congress respecting prisoners of war were passed before the declaration of independence, & determined such only to be prisoners as are taken in arms; that the crews of merchant vessels do now frequently oppose in arms their captors; – that hence arise doubts on the question – Who are prisoners of war? – that this town has not been assigned for the residence of such prisoners, & so this comtee have no authority to controul them; that in the maritime towns they have the earliest intelligence of the transactions of the Americans, – have opportunities of mixing in all companies and in some such towns of daily communicating with many persons, who tho' observant of the laws and the resolves of Congress, are yet justly liable to suspicion as being not well-wishers to America. For these reasons we pray your Honours that some steps may be immediately taken relative to the captives afore mentioned, that shall insure the public safety, & the safety & property of the maritime towns; for we beg leave to add, that we do not think it expedient that captives not disposed to enter on board our vessels of war or merchant vessels should be permitted to reside in such towns, since being compact they are exposed to destruction by fire, and their vessels & boats may easily be cut out of their harbours & run away with; some such instances have already happened; we wonder no more have occurred.

We find by an order of the honble Board, that capt. Leche of the light dragoons, & the chaplain, Mr Lewes, were to have been sent to Boxford, after the Sheriff had taken their parole; and the common dragoons were to have been delivered to the comtees in this county to be set to work:[2] but that order remains unexecuted in every part, and for that reason many people here are uneasy. They are also uneasy because John Consett Peers, lieut of the tender taken by capt. [John] Fisk, still remains in this town, altho' it is some time since he recovered of his wounds.[3] There is the greater reason for this uneasiness with regard to Leche, Lewes and Peers, because neither of them has given the parole ordered by Congress. We therefore pray your honours to give immediate orders relative to these prisoners as well as the former.

In behalf & by order of the Committee

Tim Pickering junr Chairman

Salem Octr 30. 1776.

[Endorsed] In Council [Watertown] Novr 1, 1776. Read & thereupon Ordered that Danl Hopkins Esqr be a Comittee to take the above Letter under Consideration and report what is necessary to be done thereon –

John Avery Depy Secy

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1. Mass. Arch., vol. 166, 4.
2. Council Order of October 3, 1776, respecting the Officers and Men of the 16th regiment of dragoons, taken in the British transport brig *Henry and Ann,* by the Massachusetts state brig *Massachusetts, ibid.,* vol. 165, 309.
3. H. M. Schooner *Dispatch* taken by Captain Fisk in the Massachusetts state brigantine *Tyrannicide,* and brought into Salem on July 19, 1776. In the engagement the commander of the *Dispatch,* Lieutenant John Goodridge, R. N. was killed, and Piers, the master, lost his arm.

REPORT OF COMMITTEE OF THE MASSACHUSETTS GENERAL COURT UPON A LETTER FROM JOHN PECK [1]

The Committe Appointed to take under Consideration A letter from Mr John Peck Addressed to the Speaker of the house of Representatives dated Sept 2d have Attended that Service Viewed his new proposed moddle and heard his Observations on the Subject respecting the Advantages ariseing from a Vessel being built on Said plan and beg leave to report As their Opinion That A Committe be appointed to Contract and agree with some Suitable man under the direction of the said John Peck to build A Vessel of about the same burthen of that belonging to this State Commanded by Capt Danl Souter[2] On the best terms she Can be built and that the Appurtinances of the State Sloop Commd by Capt John Cluston[3] which the Honor Court have ordered to be Changed into a Briganteen be Employd In fixing the said Vessel to be built on the plan proposed by the said John Peck and that he the said Peck have the Over sight and direction of the building said Vessel and your Committee further Observe they were Informd by Mr John Peck that he would Undertake the said Service at Eight pounds pr month and found all which is humbly Submitted –

Azor Orne P Order

[Endorsed] In the House of Representatives Octor 30th 1776

Read & Acceptd and Resolved That Deacon Caleb Davis be and he hereby is appointed A Committee to agree with some Suitable person to build a Vessel on the best terms and uppon the plan above proposed under the Inspection & direction of Mr John Peck

Sent up for Concurrence J Warren Spkr

[Second endorsement] In Council Decr 11. 1776

Consented to –

J Bowdoin J Holten
Jer: Powell E: Thayer Jr
Caleb Cushing

Read & Concurr'd John Avery Dpy Secy

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1. Mass. Arch., vol. 137, 129.
2. Brig *Massachusetts,* Captain Daniel Souther.
3. Sloop *Freedom,* Captain John Clouston.

INTERROGATION OF JOSEPH MOUNTANYE, MATE OF THE PRIZE BRIGANTINE *Pasley* [1]

Interogatories answered by Joseph Mountanye late Mate of the Brigantine *Pasley*.

Interog. When where and by whom was the said Brig. taken who was Master of her when taken, what is her Tonage from whence and to what Port is She bound, what are the Contents of her Cargo, and who are the Owners of the said Brig. and her Cargo?

Answer. The said Brig. her Appurtenances and Cargo upon the Seventh Day of October AD: 1776 being upon the High Seas, in Lat. 36½ North was Captured and taken by Job Pearce Commander of and by his Officers and men belonging to the private Sloop of War called the *Greenwich,* Tunis Mountanye was then Master, said Brig. is of the Burthen of about 100 Tons She was bound from the Island of Tortola in the West Indias to the Port of Liverpool in England, her Cargo consists of about 28 Casks of Sugar 15 hhd of Rum 5 Bales of Cotton and about 50 Tons of Fustick, the said Brig. belongs to Two Merchants Thos & John Buchanan in Scotland, the Sugar belongs to Thos & Walter Buchanan in New York the other part of the Cargo I cannot tell who they belong to —

Joseph Mountanye

Sworn to in Providence Octor 30: 1776
before me John Foster Judge in Prize Causes

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[1] Admiralty Papers, vol. 9, R. I. Arch.

MASTER'S BOND FOR THE RHODE ISLAND SHIP *Reynolds* ON A VOYAGE TO CURAÇAO [1]

Know all Men by these Presents, That *We Gideon Manchester of Providence in the State of Rhode Island & Providence Plantations Mariner* as Principal, and *Willm Tillinghast of Providence aforesaid Merchant* as Surety, are held and firmly bound unto the Governor and Company, of the said State in the Sum of *Fifteen Hundred* pounds Lawful Money, to be paid to the said Governor and Company, for the Use of said State: To which Payment well and truly to be made, we bind ourselves, our Heirs, Executors and Administrators, and each of us and them, for and in the whole, jointly and severally, firmly by these Presents. Sealed with our Seals. Dated the *Thirtieth* Day of *October* in the Year of our Lord 1776

Now the Condition of this Obligation is such, That if the said *Gideon Manchester* who is Master of the *Ship* called the *Reynolds* and now bound on a Voyage, with said *Ship* and her Cargo to *Curacoa* shall in all Things, during and respecting said Voyage, truly observe the Regulations made by the Most Honorable the Continental Congress, and this General Assembly, concerning Trade, and for securing the Observance of such Parts of the Association as are not inconsistent therewith, and shall, within Eighteen Months after the Departure of the said *Ship* produce to Henry Ward, Esq; Intendant of Trade at Providence, in said State, or to his Successor in said Office, a Certificate from the proper Officers at the Port or Place where the Cargo of the said *Ship* shall be delivered (provided it be within the United States, and proper Officers are appointed) or otherwise under the Hands and Seals of three or more reputable Merchants residing there, that the same was there unladed, then this Obligation shall be void, or else in full Force.

Sealed and delivered Gideon Manchester
in the Presence of Wm Tillinghast
Henry Ward Henry Ward junr

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1. Maritime Papers, Bonds, Masters of Vessels, R. I. Arch. Printed form with entries in ink shown in italics. The *Reynolds* was the former British merchant ship of the same name which had been captured by the Pennsylvania privateer sloops *Congress* and *Chance* and tried at Plymouth. *New-England Chronicle,* July 18, 1776.

CAPTAIN JOHN PAUL JONES TO THE CONTINENTAL MARINE COMMITTEE [1]

Rhode Island
Alfred, 30th Octr 1776 –

Gentlemen

Since my Arrival here in the *Providence* the 7th Current I have from a Variety of events been altogether Unable to give you any Satisfactory account and for that reason have defered Writing. I now inclose you copies of my letters down 'till the 30th Ulto & You have also inclosed a Short account of my whole Cruise and I have now to Inform you that on the 22d Currt I was directed by the Commr in Chief to take Command of an expidition with the *Alfred* and *Hamden* against the Cape Briton Coal-Fleet & Newfoundland Fishery. – had this expidition been begun a Month Sooner great things might have been done – my greatest hope now is that of relieving a number of our fellow Citizens who, being prisoners are compelled to Work in the Coal pits of Cape Briton – If I can Succeed in this I Shall think my pains well bestowed. – You may however rest assured that I will leave no part of any duty Unattempted that may at this Advanced Season and with my small Force appear practicable.

I have left with the Commr in Chief a Complete Muster Roll Comprehending every thing from the day I took Command of the *Providence* till the Day I left her. – I was ready to sail the 27th but Unfortunately the *Hamden* ran aground on a Sunken Ledge in the Harbour which knock'd off her False keel and She hath been so Leaky Since that we have concluded her unfit for Sea and have got the *Providence* ready to proceed in her room. – I hope to Sail to Morrow morning and am with great Esteem [&c.]

J P J

[Enclosure]

The American Sloop of War the *Providence* of Twelve Guns and Seventy Men Sailed from the Delaware the 21st of August 1776 She Cruized between the Latd of 39° and 33° No and went to the Eastward as far as the Longd of 50° West. – having taken three prizes, a whaler and two West Indiamen – and having had a Very narrow Escape from an English Frigate after a Chace of Six hours, part of the time within pistol Shot – on the 14th Septr she bent her Course for Nova-Scotia – and on the 20th had Another Affair with an English Frigate, and, in the course of an Eight hours Chace, Rediculed the Enemy and Answered his Broadside with only a Single Musquit. – altho' the *Savage* and Dawson's Brig[2] were within a few Leagues Distance, She, next day, went into Canso and took three English Schooners with a Scotch Tories Flag — and, the day following she took Five Sail of Jerseymen in Narrowshock and Four more in Peter de great — And it is remarkable, that tho' they were Ten in number to one of the *Providence*'s Men, they were so Panic-struck that they not only gave up their Ships but even Assisted to Rig and carry them out of their Harbours. — the *Providence* then proceeded to the Westward — took another Whaler on St George's Bank, and on the 7th of October arrived safe at Rhode Island — having Manned and Sent in Eight Prizes Vizt Six Brigantines, one Ship, and one Sloop, – And Sunk, burnt and destroyed Eight more Vizt Six Schooners, one Ship, and one Brigantine — and finished her Cruize in Six Weeks and five Days.[3]

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1. Papers CC (Letters of John Hancock, and Miscellaneous Papers), 58, 93, 95, NA.
2. H. M. Sloop *Hope*.
3. This enclosure was released for publication in the *Pennsylvania Evening Post,* November 7, 1776.

CAPTAIN JOHN PAUL JONES TO ROBERT MORRIS[1]

Alfred [Newport] 30th Octr 1776 —

I Did not conclude my letter 'till I was enabled to give you a Satisfactory Account of the Present Expedition. — I took command here the 22d and finding that we could not Man the Ship and two Vessels without Wasting too much time — I concluded to leave the *Providence* and Proceed with the *Alfred* and *Hamden* — I took the men out of the *Providence* and her Prizes which Made up my Muster Roll here to 140 or upwards

but When I was ready to proceed on the 27th the *Hamden* was run upon a Sunken ledge which Knocked off her false Keel and she hath Since continued to make so much Water that we concluded her unfit for Sea and therefore have Shifted the men into the *Providence.* – I am once more in readiness and hope to take my leave of Rhode Island to Morrow Morning. — I am however duely sensible that the Expidition cannot but fall greatly Short of what I might have effected had I been inabled to Proceed a fortnight Sooner. — I hope the *A. Doria* will be included in the next expidition wherein I am concerned. – If Mr [Joseph] Hewes is in Philadelphia — I must beg you to make my apology for not writing and, if you Please, Shew him this and my former letter – I have the Honor to be with great Esteem and Respect Sir [&c.]

J.P.J.

Honble R. M.

1. Papers of John Paul Jones, 6496, LC.

COMMODORE ESEK HOPKINS TO CAPTAIN HOYSTEED HACKER [1]

Sir Newport October 30th. 1776 –

You are to take your Officers and Men, and go onboard the *Providence* and so much of her Stores as are absolutely necessary, and follow the Orders which you receiv'd to go in the *Hamden* – And leave the *Hamden* under Care of Captn Joseph Olney in order to be Repaired, and deliver him an accot of the Stores that you leave in her, and also an Account of what you take out of her for the *Providence* Yours &c

E. H. Cr in Chief

To Hoysteed Hacker Esqr
now Commander of the Sloop *Providence*

1. Hopkins Letter Book, RIHS.

JOHN HENDERSON TO GOVERNOR NICHOLAS COOKE[1]

Sir

I sailed from Philadelphia in February last in a Brig bound to Charles Town South Carolina with a Compy of Artillery to reinforce that place, which Company I belonged to, on the 15th March last we was taken at Sea by the *Syren* Frigate[2] where I have been kept ever since my situation on board is really distressing my Cloathing entirely gone, and no hopes of getting a Supply the reason of my Application to you, is that I understand, Captn [Tobias] Furneaux has wrote to your Excellency for to Exchange Prisoners. Mr Thomas G[ur]n Master of the Brig that I was in, Mr Abm Coffin Master of a Brig lately taken, and myself would be glad to be Exchanged for any Prisoners in your Possession. I hope you'll be pleased to Consider our Situation we all have familys who must Certainly Suffer in our Absence. – I am with respect Your Excellency's [&c.]

Jn° Henderson

Syren Off Block Island October 30: 1776

1. Letters to the Governor, vol. 8, R. I. Arch.
2. Captain Francis Proctor's company of artillery. See Volume 4.

Journal of the Connecticut Council of Safety [1]

At a Meeting of the Governor and Council of Safety [New Haven] Octor 30th, 1776.

Voted, That Capt. John McCleave and his crew lately belonging to the galley *Whiting* be dismissed as on Saturday; and they are accordingly dismissed as at that time.

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[1] Hoadly, ed., *Connecticut State Records,* I, 55.

Agent Appointed by Three Crew Members of the Connecticut Privateer Sloop *American Revenue* [1]

We The Subscribers bound on a Cruise a Privateering in The Armed Sloop Called The *American Revenue* now riding at Anchor in The Port of Edgartown Samuel Champlain Commander to Constitute & Appoint Thomas Pease Junr of Edgartown in The County of Dukes County & State of the Massachusetts Bay & Mercht Our True and Lawfull Agent & Attorney for us & Each of us in Our Names to ask Demand Prosecute Receive & Recover The whole of what our Shares of all Prize money goods Wares & Merchandize may Amount to which Shall or may be Captured by the Above Said Sloop *American Revenue* & Brot into Any of The United States of America & Lawfully Condemned by The Judg of the Admiralty – Hereby giving & granting to our Said Agent & Attorney Our whole Strength & Power in & about the Premisses, & on Receiving The Same to Execute & give due Discharge Therefor with full Power of Substitution hereby holding Valid Whatever our Said Agent or his Substitute Shall Lawfully do or Cause to be done About The Premisses. given Under my hand & Seal this 30th day of Octr 1776 –

Eben Codu[ce]y Seal
Jethro Saurnog
Solomon Winer

attest Joseph Warnsley
Benja Smith Powers Warnsley

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[1] Nathaniel and Thomas Shaw Letters and Papers, NLCHS.

Edward Fry to Commanders of Western Posts[1]

[No.] 218
(Circular) Crown Point 30th October 1776

Lt Colol Caldwell or Offr Comg at Niagara
Lt Govr Hamilton or Offr Commg at Detroit
Capt Forster or Offr Comg at Oswegatchie

It being necessary for His Majesty's service during the present Rebellion that all possible attention be paid to the navigation of the Lakes, I am commanded to acquaint you that it is the Commander in chiefs directions that you on no account suffer boats, those of Indians excepted, or vessels, to pass upon the Lakes without proper passports, under the hand of the Commanding Officer, at some one of His Majesty's Posts thereupon, or the Governor and Commander in chief of the province; nor that you permit any Vessel, of greater dementions than a common boat, to be built, except such as may be thought requisite for the Kings Service: And His Excellency further commands that you do your utmost to seize all suspected persons passing upon or near the Lakes, and all persons attempting to sow sedition, or to stir up insurrections, among the people in that part of the country, and that you send the same with the proper proofs, by the first safe opportunity, to the prison in Montreal, making at the same time a report thereof. I am &c

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1. Guy Carleton Letter Book, Haldimand Papers, Additional Ms. 21699, BM. Fry was Deputy Adjutant General of the British Army in Canada.

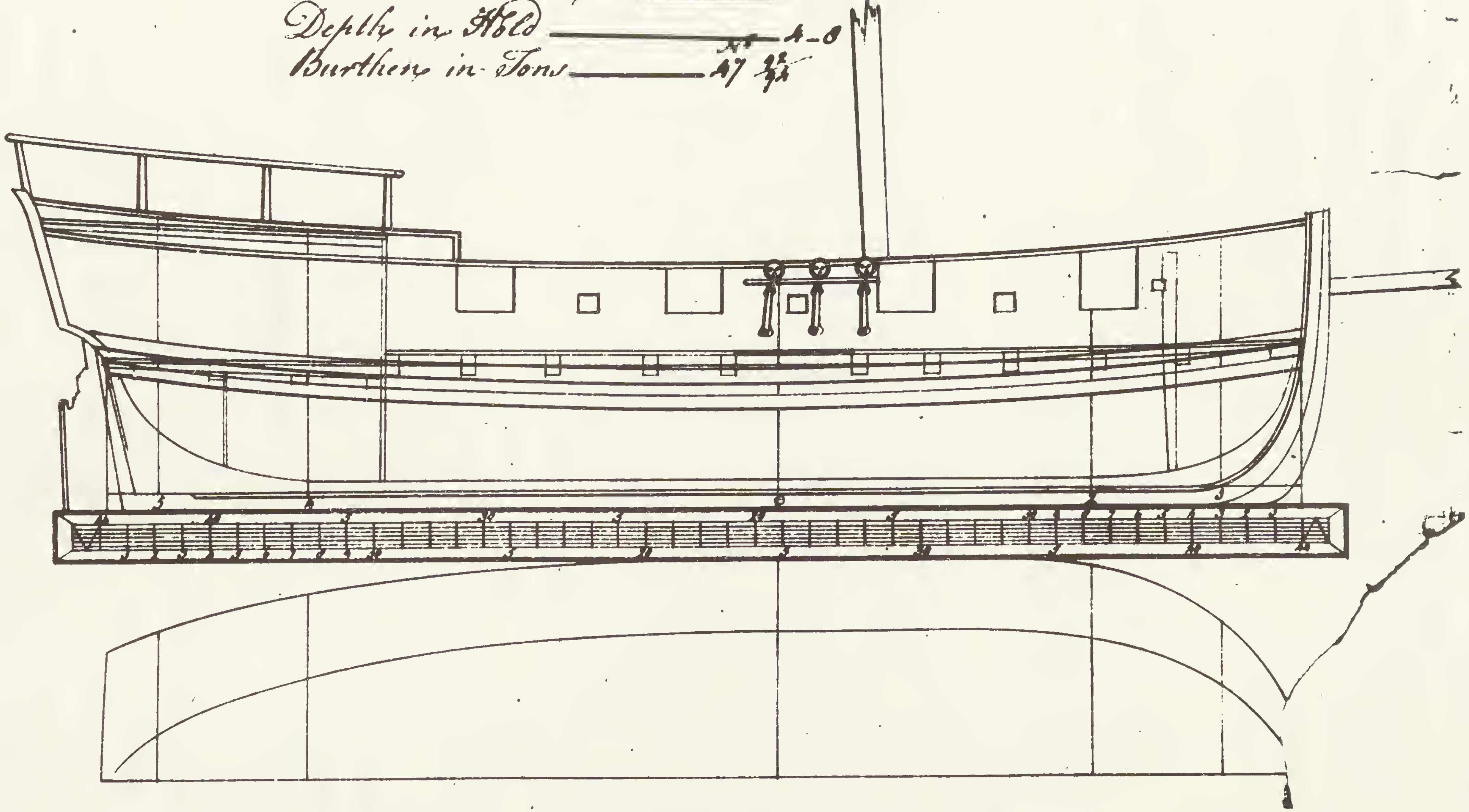
DR. EZRA GREEN TO NATHANIEL COOPER, DOVER, NEW HAMPSHIRE [1]

Dear Sir: Ticonderoga, Oct. 30, 1776.

I must beg your pardon for troubling you with so many of my letters, but I am a good deal at leisure, and so lucky an opportunity of conveyance offers, that I can't let it pass without sending you one line or two. Since my last, our Fleet is destroyed, of which I suppose you have heard, but 5 vessels remaining to us out of 16 sail. The engagement began on Friday morning, October 11th. and held out all day. They surrounded our Fleet, but in the night succeeding the engagement they very narrowly and fortunately made their escape and came up towards Crown Point, but were overtaken and attacked again Sunday morning, within about 25 miles of this place. Our men fought bravely, but the enemy were of so much greater force than we had any suspicion of that our little fleet stood no chance; most of the vessels lost were blown up, sunk, or burnt by our own people, they escaping by land. We lost, killed, about 50; taken prisoners, about 100, which are dismissed on parole. The Indians have done us no damage till very lately they waylaid three men, kill'd one, took the other two prisoners, who are sent back on parole. They were treated very kindly by the Indians as well as by the King's troops who were at the time at Crown Point within 15 miles of this place, where they have been ever since the destruction of our Fleet. We have lately been alarm'd several times. On Monday morning last, there was a proper alarm, occasioned by a number of the enemies boats which hove in sight, and a report from a scouting party that the Enemy were moving on; where the Fleet is now, I can't learn, or what is the reason they don't come on I can't conceive. 'Tis thought they are 10 or 12 thousand strong, including Canadians and Indians. We are in a much better situation now then we were fourteen days ago, and the militia are continually coming in. Our sick are recovering, and it is thought we are as ready for them now as ever we shall be. There has been a vast deal of work done since the fight, and we think ourselves in so good a position that we shall be disappointed if they don't attack us. However, I believe they wait for nothing but a fair wind. In my

A Draught of the Lee, a Prize taken on Lake Champlain 1776

	Feet	Ins
Length on the Range of the Deck	53	9 ; 43' 9"
Of the Keel for Tonage	34	0
Breadth Extream	16	3$\frac{1}{2}$
Depth in Hold	4	0
Burthen in Tons	47 $\frac{22}{94}$	



next, I'll tell you more about it. In the meantime I am yours to command. My respects to your Lady and love to your children.

Ezra Green

P. S. I have some thought of leaving the army and joining the navy, provided I can get a berth as surgeon of a good continental ship or a privateer. Should be glad if you would enquire, if you don't know, and send me word what Incouragment is given; and let me know if any ships are fitting out from Portsmouth, and you'll oblige your friend. E. G.

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[1] Ezra Green, *Diary of Ezra Green, M. D.* (Boston, 1875), 5–6.

Memoirs of William Smith [1]

[Manor of Livingston] Wednesday 30t [October]

A Visit Yesterday from Mr. Walter Livingston, late Commissary for the Northern Army, & succeeded on his Resignation by one [Elisha] Avery the Son of a New England Innkeeper.

He represents Arnold as having Courage without Conduct, says the American Fleet was destroyed but 36 Miles to the Northward of Crown Point where Carleton now lays with the British Vessels. – That 3 Weeks ago the Provincial Army at Tcononderoge according to his Supplies consisted of 13,000 Men, of whom 2,000 may be Non Effectives. That Arnold's Fleet lay behind an Island, & were passed by Carlton's, & by this Negligence might have been cut off & starved. The British Army are momently expected and the Militia halt at Fort Edward till they are called up. They count 1200 Tents now at Crown point and conjecture that the Land Force there may be about 6,000 Men.

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[1] Sabine, ed., *Memoirs of William Smith*, II, 28.

Diary of Dr. Thomas Moffat[1]

[On board H.M. Sloop *Swan* at Sandy Hook]

Wednesday Octr 30th Therm: morning 47. came down the *Resolution* Armd Transport commanded by Lieut Hawker with 11 Transports for Engd and Ireland.

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[1] Thomas Moffat's Diary, LC.

Journal of the Continental Congress [1]

[Philadelphia] Wednesday, October 30, 1776

Congress resumed the consideration of the report of the Marine Committee: Whereupon,

Resolved, That the rank of officers of marines be the same as officers of similar commissions in the land service:

That the commanders, officers, seamen, and marines in the continental navy, be entitled to one half of merchantmen, transports, and store ships by them taken, from and after the first day of November, 1776, to be divided amongst them in the shares and proportions fixed by former resolutons of Congress:

That the commanders, officers, seamen and marines, in the continental navy, be entitled to the whole value of all ships and vessels of war belonging to the crown of Great Britain, by them made prize of, and all privateers authorized by his Britannic Majesty to war against these states, to be divided as aforesaid.

Resolved, That the part of the report relative to the rank and pay of naval officers, be referred to a special committee of three.

The members, Mr. [Robert] Morris, Mr. [William] Whipple, and Mr. R[ichard] H[enry] Lee.

Resolved, That the remainder of the report be re-committed.

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1. Ford, ed., *JCC,* VI, 909, 913–14.

Continental Marine Committee to Daniel Tillinghast[1]

Sir [Philadelphia] October 30th 1776. –

As heavy duck is wanted for the New Hampshire frigate which cannot be procured in that State, we desire you will without delay send forward to John Langdon Esq. Eighty Bolts of heavy duck if that quantity belonging to the Continent is in your possession or in the possession of any other person in your State. You will also supply Mr Langdon and Messrs Silas & Barnabus Deane with any Continental Stores that they may apply to you for the use of the Frigates *Raleigh* and *Trumbull.*

Lieutenant [John] McDougal of the Brig *Andrea Doria* has accounted for the expenditure of £45 you advanced him to defray his travelling expences together with seven of the people belonging to said Brigt from your State to this place, therefore we think proper to direct that you deduct that Sum from the Sales of the prize which they brought in and put under your care.[2] We are Sir [&c.]

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1. Marine Committee Letter Book, 41, NA.
2. McDougall had arrived at Providence as prize master of the brigantine *Elizabeth,* and the money advanced him was to take him from there to Philadelphia to rejoin Captain Nicholas Biddle. Clark, *Captain Dauntless,* 147.

Continental Marine Committee to Commodore Esek Hopkins [1]

Sir [Philadelphia] October 30th 1776.

We have received such intelligence as satisfies us that the enemies Ships and Vessels have all quitted Georgia and the Carolinas, which renders it unnecessary for you to pursue the expeditions formerly directed to these States. But as we have still reason to suppose that the *Galatea* and *Nautilus* are Cruizing of[f] the Capes of Virginia, we desire you will proceed thither with all possible dispatch and endeavour to fall in with these Ships and take sink or destroy them. If when you are on that station you shall be informed that any of the enemies ships of war have returned to the Carolinas or Georgia, you are in that case to go in search of them and effectually remove them. Having finished this business you are to return and Cruize for and endeavour to intercept the store and provision Vessels coming from Europe to the enemies army at New York. We expect you will give this committee information by every opportunity of your proceedings, and what success you may meet with in the above enterprizes. We wish you success and are Sir [&c.]

[1] Marine Committee Letter Book, 41, NA.

Pennsylvania Gazette, WEDNESDAY, OCTOBER 30, 1776

Philadelphia, October 30.

Yesterday arrived here the prize brig —— [*Polly*], Captain Jenkins, late commander.[1] She sailed from Barbados the first of this month, bound for Liverpool, and was taken on the 12th by the *Hancock* privateer, Captain Newman, of this port.

Last Sunday morning, about one o'clock, a fire was discovered on board the prize ship lying in this harbour, (lately taken by the Continental schooner *Wasp*) which entirely consumed the same, together with her valuable cargo of sugar, rum &c.[2]

[1] The libel against the *Polly* names as her master Plats Denny and states that she was the *Hancock*'s ninth prize taken on the cruise. *Pennsylvania Evening Post,* October 31, 1776.

[2] The ship *Leghorn Galley*.

JOURNAL OF H.M.S. *Orpheus,* CAPTAIN CHARLES HUDSON[1]

October 1776	Cape [Henlopen] No 56. Wt 13Leags
Monday 28th	at 7 AM made Sail, and the *Daphne's* Signal to go ahead. Exercised Small Arms First part mode & Varble middle and latter fresh gales with Squalls. and Cloudy with Rain. . . at ½ past 4 P M saw a Sail to the NW. out Reefs and gave Chace with the *Daphne* at 8 lost Sight of the Chace, and Shorten'd Sail.
Tuesday 29	at 6 AM saw a sail to the Wt ward, made sail & made the *Daphne*'s Signal to Chace. at 9 the *Daphne* brought her to prov'd a Schooner from Philadelphia for St Eustatia[2] brought too, unbent the Main Topsail the Sailmakers Empd mending it at noon beat Do & Close reef'd Top Sails First part fresh breezes and Cloudy middle and latter Mode & fair, made and shorten'd sail occasionally for the Prize
Wednesday 30th	at 6 AM up To Gt yards and made sail to the No wd at Noon shorten'd sail Exercis'd Small Arms &ca First and middle pts little Winds and fair latter fresh breezes and Cloudy excercd Small arms unbent the F

> Topsail, and got it into the Top to Mend. at 4 bent it again 6 bore down to the *Daphne* who had the Prize alongside, and taken out pt of her Cargo. got her alongside of us & Cleared her of the Remr Viz 56 Barrs of flour and One of Bread then towed her off, and set her on fire

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1. PRO, Admiralty 51/650.
2. Schooner *Two Brothers*, J. Gilbert, master, Mayne & Co., owners, with bread, flour and candles, Howe's Prize List, March 31, 1777, *ibid.*, 1/487.

Journal of the Maryland Convention [1]

[Annapolis] Wednesday, October 30, 1776.

The Council of Safety having laid before the Convention a letter from John Rogers, Esquire, inclosing a resignation of his commission as judge of the court of admiralty, the Convention proceeded to appoint another in his stead, and Benjamin Nicholson, Esquire, was appointed.[2]

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1. *Maryland Convention*, 48.
2. The Council of Safety issued Nicholson's commission on the same day, Council of Safety Journal, 29 August 1775 to 20 March 1777, Md. Arch.

Journal of the Virginia Navy Board[1]

[Williamsburg] Wednesday 30th Octr 1776. –

Pursuant to an Order of the honble the House of Delegates the Board this day laid before them a State of the Armed Vessel[s] now in the service of the Commonwealth of Virginia –

James Blankhead is recommended to his Excellency the Governor and the honble the Council as a Proper Person to be appointed second Lieutenant in Capt Dicks Company of Marines in the room of Charles Thornton who hath resigned. –

Edmund Waller is recommended to his Excellency the Governor and the honble the Council as a proper Person to be appointed third Lieutenant of Capt Dicks Company of Marines –

Ordered that the keeper of the Public Store deliver unto Capt Edward Travis thirty Coats for the use of the Brig *Raleigh* –

Ordered that Colo William Finnie deliver unto Capt Edward Travis forty pr Stockings and thirty pr of Shoes for the use of the Brig *Raleigh*. –

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1. Navy Board Journal, 94–95, VSL.

Captain George Cook to the Maryland Council of Safety [1]

Honle Gent:/ At Sea Ship *Defence* 30th October 1776.

On the 4th of this Instant I wrote you by Capt Brown & Walker who I sent in with a Snow and Sloop taken off St Augustine which I hope have got Safe in. I flatterd myself at that time that you would have heard from me sooner. I this day have taken a small Schooner with 40 hhds Rum, three hhds Sugar 1 Cwt Coffee a few Barrells, Limes &c from Dominica by her Clearance bound to Newfound Land but have reason to believe the Capt of her intended to New York to Supply the Minesterial Armey he gives me Information of two Briggs and three Schooners to sail from Dominica in a day or two, with Rum, Sugar & Coffee for New York or Hallifax I shall Endeavour to be in their way and hope you'l be no way uneasy should I stay rather longer out than you might expect. I have Spoke a Schooner from Charles Town for Cape Nichola, and yesterday Spoke a French Ship from Cape Nichola bound for France we have Spoke every thing that we have seen but one Schooner which we did not attempt being in Chase of the French Ship which gives me great reason to think our Ship sails fast.

Our Ships Company keeps their health Extremely well and have the Pleasure to inform you we are all well satisfyd, and that the greatest Harmony Subsists between us –

I hope you'l pardon the freedom I hear [*sic*] use, being a young Officer in this Service, in pointing out to you those Officers under my Command that is deserving of Appointments, but I should in every degree think myself blameable to my Country should I not mention such to you; Mr [Henry] Auchenlick and Mr. [John] Burnell my two Lieutts from every Circumstance since with me I find them to be experienced and brave Officers, have been a Considerable time in the British Navy and from every thing I can Observe both entered in our Service entirely from Principle I have likewise Occasion to mention Mr Joseph Smith Second Lieutt Marines on board who has behaved extremely well from those circumstances they hope for your favour at the time of appointments in the Country Service, I am Hond Gent [&c.]

Geo. Cook

P. S. I have inclosd you a list of all the Officers and Men belonging to the Ship I woud have Transmitted Sooner, but it was not in my power [2]

G. C.

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1. Red Book, XI, Md. Arch.
2. See list under September 19.

Governor Patrick Tonyn to Lord George Germain[1]

[Extract]
No 27.

By means of the Sloop *Rebecca* whom I commissioned and stationed on St John River, the inland water passage from Georgia is secured: the Plantations on that River who were greatly alarmed, do now unmolested and free from the apprehensions of danger employ their Negros in providing lumber and naval stores for the West Indies, having raised sufficient provisions for the ensuing Year, a proof of which is, their purchasing new Negros. The state of provisions to the southward is not less favourable: and this town my Lord has it's coast at last well defended, Lord Howe having sent the *Lively* twenty Gun Ship to order a disposition of Ships so as to protect this Province; and by their means my Lord and by employing transports to be got in this Province, I expect to be able under the orders of General Howe, to make an advantageous diversion of Indians, and Regular Troops into Georgia, should an attack upon the Southern Colonies, in the Course of the Winter be projected.

There has been my Lord a considerable emigration from the rebel Provinces to this Place.

Several have left their Negros, and part of their Property behind, many more would have fled, had it not been for the inconveniences, and danger of loseing their Property, not only by the rebels, but by the Officer[s] of the Navy, who have seized and libeled Vessels in the Court of Admiralty employed in bringing the friends of Government and provisions to this Province, when they had my licence according to the form transmitted me by your Lordship, and it has been with difficulty, that I have been able to secure rice, through that Channel, with which we have been hitherto well supplied, notwithstanding the numbers of Indians and Emigrants black and white to be fed.

In my letter No 16 of 20 June, I had the honour of enclosing to your Lordship a memorial presented by the Emigrant Inhabitants of Georgia respecting relief on that head.[2] I had applied for a naval force for this Province to all the naval Commanders. Lord Howe alone gave it a serious thought, and at a time when his Lordship was deeply engaged in the most important business, he did not overlook business of lesser concern, we are the more obliged to his Lordship for the mark of his attention.

Pat. Tonyn

St Augustine 30. Octr 1776

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1. PRO, Colonial Office, 5/557, 21–25.
2. See Volume 5, 654–56.

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31 Oct.

Acts and Resolves of the Massachusetts General Court [1]

[Watertown, October 31]

Petition of Thomas Ludlow Junr setting forth –

That being with his Wife, two Children, & two negro's bound from the Island of Jamaica in the West Indies to Halifax in the Sloop *Eliz[abe]th*, himself Master, they were taken by an Armed Brigt belonging to this State commanded by Capt Sampson, and brought into Chatham about the 30th August, where they were detained more than 20 days, under very pressing circumstances, by wch means chiefly, he lost the opportunity of claiming said Sloop & Cargo. – That he then applied to the Honble Wm Sever Esqr & deliver'd an Inventory of his Cloathing, & Furniture, praying to have them return'd, as is customary in such Cases – Mr Sever gave him an Order for some Articles, part of which, with great Difficulty, he obtained, by these Events he is brought into the most distressed Situation, without any means of support, and is obliged to make this application to the Hon: Court for the restoration of his Household Furniture, his own, his Wife's, Children, & Maid Servant's Wearing Apparel &c as mention'd in the Schedule most of which are absolutely necessary to guard his Family against the severity of the approaching Season, which Effects may be deducted from the whole, or such part of said Sloop her Cargo &c as may belong to this State, or order, & grant him such other Relief &c. &c. –

Resolved, That the Agent for the Southern District of this State be and hereby is directed to deliver Thomas Ludlow Jr out of the goods taken on board the Sloop *Elizabeth* the following Articles in addition to those already delivered him – Viz –

1 Suit of Bed, & 3 Window Curtains
2 pr of Sheets, & 3 pillow Cases
1 doz Napkins, & 4 Table Cloths
1 Dressing Glass, 2 bed Quilts
3 pr of Childrens Shoes, 4 pr of Womans Shoes
4 doz Childrens Clouts, 1 Hadley's Quadrant
1 Quarter Waggoner
1 small basket of Medicines,

together with the Whole of his Wearing Apparel belonging to himself & Family –

And it is further Resolved, that Said Ludlow upon receiving the above Articles shall not be Intitled to any further allowance for Wages, and Adventure as Master of Said Sloop.

Resolved, That the Treasurer of this State be, and he hereby is directed to Stop out of the monies due to Capt Jeremiah Obrien on his Muster Roll the sum of Twenty One pounds for Cash supplied the said Capt Orbien by Messrs Jackson, Tracey, & Tracey of Newbury port for the purpose of supplying Capt Orbrien's Men, and pay the said Co of Jackson, Tracey & Tracey the said Sum of Twenty One pounds takeing their receipt for the same

1. Mass. Arch., vol. 36, 97–98.

JOHN BRADFORD TO JOHN DANIEL SCHWEIGHAUSER [1]

Sir Boston Octor 31st 1776

This will be handed you by Capt William Tokely of the Brig *Fanny* and Covers Invo[ice] and Bill of Loading for a Cargo Tobacco Ship'd on Said Brig at York River in virginia last Spring by order And on Acco of the united States of America, After being many months detaind in the river by Ld Dunmores fleet. she at length saild for Dunkirk where she was then destined, But unfortunately she was pick'd up by a privateer who brought her into this State, under pretext that she was bound for London[2] when the news reached the Congress of her being brought in they sent me orders to Cancell the former papers and to take fresh bills Loading to deliver the Cargo to you, the Committee of Congress who Negotiates this matter order'd me to desire you to Sell the Cargo to the best Advantage and Apply the Nt proceeds to the use of Messrs Pliarne Penet & Comy agreeable to the Advice you have or may receive from the Secret Committee of Congress, that Committee desires You to Load the Brig with Salt with all Convenient Speed and send her to Edenton North Carolina Consign her to Messrs Hewes & Smith the Owners – I am sir [&c.]

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1. John Bradford Letter Book, LC. Schweighauser was a Swiss merchant established at Nantes, France.
2. See Bradford to Robert Morris, October 22, 1776.

Independent Chronicle, THURSDAY, OCTOBER 31, 1776

Boston, October 31.

Yesterday arrived here from Newbury-Port, where she was lately built, the Massachusetts Frigate *Boston*, mounting 28 Guns, commanded by Hector M'Neil, Esq:[1]

Last Friday the prize-ship *Hayfield*, lately taken and sent into Heyhanness by Capt. [Silas] Atkins, was conveyed round to this Harbour. Soon after she came to Anchor, one of the Ship's Crew fell from the Fore-Yard to the Deck, and fractured his Skull in such a Manner, that he died the next Morning.

To be Sold by Public Auction, On Thursday, the 7th of November, on Col. [John] Hancock's wharf, the cargo of the Prize Brig *Lord Lifford*, Consisting of 250 Hogsheads of choice Monserrat Rum. The sale will begin at Ten o'Clock in the Morning.

W. Greenleaf, Sheriff

To be Sold by Public Auction, The Sloop *Betsey*, with her Appurtenances, lying at Capt. Bennetts Wharf, on Monday the 4th of November, at Ten o'Clock before Noon. Said sloop was taken by the *Milford* Man of War, and retaken by the Continental Schooner *Lee*, Daniel Waters master.

On Thursday next the 7th of November, At Eleven in the Morning, Will be sold by Public Vendue, at Bedford, in Dartmouth, Four Hundred and sixty five Hogsheads, 31 Tierces and 35 Barrels, choice Sugars, 25 Tons Fustick – Also the Brigantine *Dove*, with her Appurtenances and Cargo, consisting of about 600 Barrels of Oyl.

J. Russell, Auctioneer.

On Thurday, 21st November at Ten in the Morning Will be Sold by Public Vendue, On Tileston's Wharf, The Ship *Marshall* and her Cargo, Consisting of 16 Hogsheads Muscavado Sugar, 76 First Whites, 60 Second ditto, 236 clayed ditto, 64 Hogsheads Barbadoes Rum, 37 Bags Ginger, 12 Bags Cotton, 2 Tierces and 84 Goards Aloes, 1 Hogshead Barbados Tar.

J. Russell, Auctioneer

The Ship is about 280 Tons burthen, a fast sailing Vessel, well found, and above two Years old; and will be put up at XII o'Clock, on the above Day of Sale.

On Tuesday the 5th of November, At Eleven o'Clock will be Sold by Public Auction, at the Long Wharf, The Schooner *Diligent,* burthen about 100 Tons, fitted for a Privateer. A List of her Appurtenances to be seen at the Time and Place of Sale.

Also, Four 3-Pound cannon, double-fortified. A Number of Swivels – and a Number of iron-bound Water-Casks.

Proctor and Lowell, Auctioneers.

On Wednesday the 13th November – will be sold by Public Auction On Hon. John Hancock's Wharf the Prize Brigantine *Montague*'s Cargo, consisting of 1350 Quintals of choice Merchantable Fish, which will be put up in small lots, at the same Time and place will be sold the Remainder of the Prize *George*'s Cargo consisting of 40 Casks Peas, – 40 Firkins Butter, 6 Casks Flour – 27 Barrels Pork and Beef, A Quantity of Cordage and Oacum, A few Chaldrons New-Castle Coal, A Suit Man's Scarlet cloathes, Laced, A Quantity of Sailor's Apparel, Jackets, Frocks, Trowsers, Shirts, Shoes, Stockings, and 34 Holland Shirts, &c.

Proctor and Lowell, Auctioneers

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1. The Continental frigate *Boston,* Captain Hector McNeill.

LIBELS FILED AGAINST PRIZES IN THE MASSACHUSETTS ADMIRALTY COURT FOR THE MIDDLE DISTRICT[1]

State of Massachusetts-Bay
Middle District, ss. } To all whom it may concern.

Notice is hereby given, That Libels are filed before me against the following vessels, their cargoes and appurtenances, viz. in behalf of Capt. Ebenezer Peirce and his Company, and the Owners of the armed Schooner *Liberty,* against the Schooner *Swan,* burthened about 40 Tons, commanded by one —— Prebble: – In behalf of Capt. Christopher Whipple and his Company, and the Owners of the private armed Brig *Putnam,* against the ship *Cambden,* burthened about 300 Tons, commanded by Joseph Richardson: – In behalf of Capt. Silas Atkins jun. and his Company, and the Owners of the private armed Schooner *Boston,* against the Ship *Hayfield,* burthened about 200 tons, John Clark, late Master; and against the Brigantine *Betsey,* of about 90 Tons burthen, James Webber, late Master: In behalf of Capt. Wingate Newman and his Company, and the Owners of the private armed Brig *Hancock,* against the Brigantine *Lovely Nelly,* burthened about 100 Tons, William Sheridan, late Master. – In behalf of Capt. Eleazer Giles and his Company, and the Owners of the Brig *Retaliation,* against the Ship *St. Lucia,* of about 300 Tons burthen, George Child, late Master. – In behalf of Capt. Simon Forrester and his Company, and the Owners of the private armed Sloop *Rover,* against the Brig *Mary and James,* of about 120 tons burthen, Thomas Moore, late Master. – In behalf of Capt. Daniel Souther and his Company of the armd Brig *Massachusetts* of this State, against the Brig *Henry and Ann,* of about 300 tons burthen, John Farrah, late Master: – And in behalf of Capt. Daniel Hathorne and his Company, and the Owners of the private armed Schooner *Free American,* against the Snow *Jenny,* of about 130 tons burthen, William Cummings, late Master. All which Vessels, their Cargoes and Appurtenances, so libelled, are said to have been taken and brought into the Middle District aforesaid. And for the Trial of these Captures, the Maritime Court for the said Middle District, will be held at Salem, in the County of Essex, on Tuesday, the Nineteenth day of November, 1776, at the Hour of Ten in the Forenoon; when and where the Owners of said Captures, and any Persons concerned, may appear and shew Cause, (if any they have) why the same, or any of them, should not be condemned.

Tim. Pickering, jun. Judge of said Court.

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1. *Independent Chronicle,* Boston, October 31, 1776.

Libels Filed Against Prizes in the Massachusetts Admiralty Court for the Southern District [1]

State of Massachusetts-Bay, Southern District, ss. } To all whom it may concern.

Notice is hereby given, That the Maritime Court for the Southern District will be held at Plymouth, in the County of Plymouth, on Friday, the 15th Day of November, 1776, at the Hour of Ten in the Forenoon; to try the Justice of the following captures, viz. Of the Ship called the *Esther* and her cargo and Appurtenances, of about 350 Tons burthen, lately commanded by John Harvey, – Of the Schooner called the *Polley,* of about 90 Tons burthen, lately commanded by Christopher Bosset, and her Cargo and Appurtenances, against which Vessels, their Cargoes and Appurtenances, Libels are filed before me, they having been brought into the Southern-District aforesaid. – And the Owners of said Captures, or any Persons concerned, may appear and shew Cause (if any they have) why the same, or either of them, should not be condemned.

Nathan Cushing, Judge of said Court.

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1. *Independent Chronicle,* Boston, October 31, 1776.

Application for Commission for the Rhode Island Privateer Sloop *Charming Sally* [1]

Sir, Providence October [blank] 1776.

We the Subscribers all of New-Haven in the State of Connecticut Merchants request your Honor to grant a Commission or Letters of Marque and Reprisal to Francis Brown Commander of the Sloop *Charming Sally*[2] of which we are Owners. She is burthened about One Hundred and Sixteen

Tons carries Six Carriage Guns Four Pounders and manned with Fifty Men and fitted with a suitable Quantity of Muskets Blunderbusses Cutlasses, Pistols, Powder, Ball and other Military Stores. She hath on board Forty Barrels Beef and Pork, Four Thousand Pounds Weight of Bread and Six barrels Flour. Shoemaker is First Lieutenant, William Keayes Second Lieutenant and Smith Master. We are with great Respect Sir [&c.]

Isaac Sears James Jarvis

To the Honble Nicholas Cooke Esquire.

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1. Miscellaneous Manuscripts, CL.
2. "Newport October 1776. I acknowledge the foregoing to be a true Copy of the Instructions delivered me this Day by his Honor the Governor with my Commission or Letter of Marque and Reprisal as Commander of the Private Sloop of War *Charming Sally*. Francis Brown." Maritime Papers, Letters of Marque, Petitions and Instructions, 1776–1780, R. I. Arch.

Captain John Paul Jones to Joseph Hewes[1]

Honored Sir *Alfred* – Rhode Island 31st Octr 1776 –

I should have sailed from hence this Morning had I not been prevented by a Gale of Wind at S. E. with thick Weather – this is the first leasure time I have had Since my Arrival here in the *Providence* the 7th Current – And I with pleasure embrace it to acknowledge the Singular Obligations which I lay under to Mr Hewes. – Inclosed you have a short Account of my late Cruise. – When I put in here with the *Providence* as She had been four Months off the Ground my intention was to Scrub her bottom, repair her Sails and Rigging and proceed to Cruise off Sandy Hook and from thence return to Philada I was prevented from this by the Commodore's proposing to me to take Command of the present Expidition against the Coal Fleet of Cape Briton and Fishery of Newfoundland with the *Alfred Hamden* and *Providence* – I was at first induced to belive that this Small Squadron would be got ready in a Week – I got the *Providence* and *Hamden* ready within that time – but as I found the *Alfred* with only thirty Men after Much Application and loss of time to Enlist her Compliment I was Obliged to take all the Men out of the *Providence* and her prizes which made up my number to about an hundred and Forty – with this Small Force and the *Hamden* I was ready to proceed the 27th when the *Hamden* ran upon a Sunken Rock, and was so much damaged as to render her unfit for Immediate Service – this Misfortune obliged me to Shift Captn Hacker and all his Men into the *Providence* – and is, by a Second loss of time, a material drawback on my prospect of Success. – our Infant Navy is by no means well established nor under proper regulations every thing is to look for and provide when it is Immediatly Wanted – So that the most advantagious Expedition may be lost thro' detention – besides while Self Intrest prevails unless the private Emolument of individuals in our Navy is made equal if not Superiour to that of our Enemies, in these Iron times, we cannot hope to repell their Force –

I am informed, and have reason to beleive it to be too True, that even some of the Gentlemen Appointed to fit out the New Frigates are concerned in Privateers and not only Wink at, but encourage, and Employ deserters from the Navy – What punishment is equal to such Baseness? – and Yet these men pretend to love their Country! – When I address my Sentiments to you with this Freedom I consider you not as a Member of the grand state Counsel of a rising Empire – but as a private Gentleman of disintrested Candour and Penetration a Free Citizen of the World governed by the Noblest of principles the good of Mankind. – and Since Liberty hath chosen America as her last assylum every Effort to protect and Cherish her is Noble and will be rewarded with the thanks of Future Ages – I am encouraged therefore to proceed as I know that you will not missconstrue my meaning –

I have long waited and that Impatiently for the production of Some abler pen – but my expectation is as Wide of the Goal now as at the beginning. – I return to my Subject, the Navy requires to be Newmodeled. – but this cannot be properly done by Gentlemen who are Unconversant in Marine Affairs – their is no Genius Universal – And as the Congress hath such a complication of Business to attend, they will at a period not far distant find it necessary to Appoint Commissionars for each Department. – the Soul of a Navy depends on Such an Appointment. – an Impartial Board of Admiralty compitant to determin the Merits and Abilities of every Officer and to Superintend regulate and direct every outfit and Operation of the Marine Force would Soon give firmness and Stability to our Fleet and make it Formidable even to Great Britain. – in the English Fleet tho' they Impress the Seamen – the Crown gives up to the Captors all they take and even allows them a bounty for Several things with many other Advantages over and above, and can America expect to raise from nothing a Navy able to Repell this powerful Enemy while She holds out scarce a third of the Encouragement? – the Supposition is Absurd. –

The term of Enlistment is now almost expired – and as a new one must follow – the entry ought in my Opinion to be made "during Pleasure" – Give them all they Take and they will agree to the Condition. – thus the Navy will be brought under proper Subordination and will Always be well Manned with Volunteers Under good D[i]ciplin – but this is not likely to be the Case if the Ensueing Enlistment is Made for a limited time. – Both the Army and Fleet have experienced the Evil effects of Such enlistments Already – and will experience worse Consequences if the Mode is not Altered. – Inclosed I send you a Copy of a Comparative State of Wages in our Navy and in English Fifth Rates[2] – It was made out in New Hamshire and sent here by Captn [Joseph] Olney – it is a Matter However that doth not in any Wise concern me. – as I have no Family or dependents and probably never will have any – I am easily provided for and am not in the least uneasy on my own Account, tho' to be sure as a Captn in the Navy Ranks with a Colonel his Appointment ought to enable him to Support that

Rank. – As you will see my letters to Mr Morris I will add nothing more at present.

the Southern expidition Spoke of in my last to Mr Morris I mentioned to Govr [Stephen] Hopkins and he hath promised me his Intrest for that Command – it was unsolicited and therefore the greater favor – If I am thought worthy of that Honor I wish the *A. Doria* could be made one of the Squadron. – I was so far to the Eastward dureing the whole of my late Cruise that I hope an Apology is Unnessary for not Sending Prizes to Your State – I will not neglect it If I am fortunate hereafter – I hope to reach the Continent agen before the Middle of Decr – I have the Honor to be with Perfect Esteem – Sir [&c.]

J. P. J.

[Endorsed] No 5. *Alfred* Rhode Island 31st Octr 1776. Copy of a Letter to the Honorable Jos. Hewes Esqr Philada –

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1. USNAM.
2. See next entry.

Advertisement for Deserters from the Continental Frigate *Providence* [1]

Ran away from the ship *Providence,* Abraham Whipple, Esq; Commander, Ephraim Dawley, of Exeter, in this State, 47 years of age, 5 feet 6 inches high, dark hair, eyes, and complexion: Also Thomas Mitchell, of North Kingstown, 26 years of age, 5 feet 6 inches high, darkish hair and eyes, both formerly belonging to Capt. [Samuel] Phillips's company, in Col. [William] Richmond's regiment: – Whoever will take up said runaways and convey them on board said ship *Providence,* shall receive Five Dollars for each, and all necessary charges, paid by

John Channing, 2d Lieut.

Newport, Oct. 31, 1776.

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1. *Newport Mercury,* November 4, 1776.

Advertisement for Escaped British Naval Prisoners[1]

In the night following the 30th of instant October, five of the continental prisoners broke out of the goal at Windham, and made their escape, viz. David Wardrop, surgeon, a Scotchman, speaks broad, about 5 feet 10 inches high, between 20 and 30 years old, of a sandy complection, wears his own hair, and walks with his knees wide asunder, had blue cloathes and a new beaver hat cock'd up with hooks & eyes; Richard Tillage, a midshipman between 20 and 30 years old, wears his own hair of a light brown colour and long, wears blue cloth, is an Englishman, he is a well-set man, not tall, has white cloth jacket and breeches; also Samuel Gorge, a marine, a lusty well-set man had a red jacket and metal buttons with an anchor on each button, about 30 years old; also James Busset, has a bushy head of hair, long foretop, small legs and thighs, and is a worsted comber; also one Joseph Reed, a

[continued on p. 1478]

"1776 COMPARATIVE STATE OF WAGES BETWEEN AMERICAN NAVY OFFICERS AND THE OFFICERS OF ENGLISH FRIGATES OF 32 GUNS."[1]

Officers as Appointed by Congress Frigates 32 Guns	American Pay as established by Congress 30 days to one Month		British Pay, 28 days to one Month 5th Rates 32 Guns	Difference less than British Pay	Difference more than British Pay	Wages that ought to be established in the American Navy 30 Days to one Month	
Stations	Dolrs	Sterling	Sterling	Sterling	Sterling	Dolrs	Sterling
Captain	32	7..4	11..4	4..0	–	60	13.10
Lieutenants	20	4.10	5.12	1..2	–	30	6.15
Master	20	4.10	5..2..8	12..8	–	26⅔	6..0
Do Mates	15	3..7..6	2..2	–	1..5..6	12	2.14
Boatswain	15	3..7..6	2..5	–	1..2..6	15	3..7..6
Do Mates	9⅓	2..2	1..8	–	14	9⅓	2..2
Gunner	15	3..6..6	2..5	–	1..2..6	15	3..7..6
Do mates	10⅔	2..8	1..8	–	1..0..0	9⅓	2..2
Surgeon	21⅓	4.16..	5..0	4..0	–	23	5..3..6
Do mates	13⅓	3..0	2.10	–	10	12	2.14
Carpenter	15	3..7..6	2..5	–	1..2..6	15	3..7..6
Do Mates	10⅔	2..8	1.12	–	16	10	2..5
Cooper	15	3..7..6	1..5	–	2..2..6	8	1.16
Midshipman	12	2.14	1.10	–	1..4	10	2..5
Armourer	15	3..7..6	1..5	–	2..2..6	8	1.16
Sail Maker	12	2.14	1.12	–	1..2	10	2..5
Yeoman	9	2..0..6	1..8	–	12..6	9	2..0..6
Quarter Master	9	2..0..6	1..8	–	12..6	9.	2..0..6
Cook	12	2.14	1..5	–	1..9	9	2..0..6

Cockswain	9	2..0..6	1..6	–	14..6	9	2..0..6
Capts Clerk	15	3..7..6	1.10	–	2..2..6	12	2.14..0
Steward	13⅓	3..0	1..0..8	–	1.19..4	9	2..0..6
Chaplain	20	4.10	19..0	–	3.11	12	2.14..0
Able Seaman	8	1.16	1..5..0	–	11	8	1.16..0
	346⅔	78..0.0	54.17..4	5.18..8	25.16..4	350⅓	78.16..6

Officers not appointed by Congress Vizt

Yeoman of the Powder Room – ought to be the same as Gunner's Mate

Sailsmaker's Mates Steward's Mates Yeoman of the Sheets	One third of a dollar more pr month than Seamen

Master at Arms

Purser. N.B. If no Purser, the Capts Clerk to have 15 Dollars.

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1. Papers of John Paul Jones, 6517, LC.

short thick-set fellow about 22 years old, walks quick and nimble, wears his own hair of a light brown colour, has a red cloth jacket, pewter buttons, with an anchor on each, he has tow cloth cloths, a wire drawer by trade. Whoever shall take up said prisoners, any one or more of them, and safely commit them to goal in Windham county goal in the State of Connecticut, and give me notice thereof, shall be paid all his necessary expence and Trouble, by me

Nathaniel Hebard, Goal-keeper.

Windham, October 31, 1776.

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1. *Connecticut Gazette,* November 8, 1776.

LIEUTENANT WILLIAM B. ALGER TO NEW YORK PROVINCIAL CONVENTION [1]

Gentlemen – Fort Montgomery, October [31], 1776

Captain [Patrick] Dennis was speaking to me concerning raising a company of marines to enter on board the ship *Montgomery,* for her safety this winter. I make no doubt but he has acquainted the Convention of the same. I had some encouragement that I should have the birth, as our regiment will soon be disbanded, and our men will be idle. But what small encouragement I have had from Captain Dennis, I have engaged a company of very fine young men, a great part of them sailors and artillery men, who will go through all hardships with me. If you see cause to appoint me in that station, and send me the rate that they must engage under, I shall engage them instantly, as they wait for nothing else. Gentlemen, your compliance to this petition will very much oblige Your humble servant,

William B. Alger, Lieut.[2]

To Capt. Platt, or either member of Congress at Fishkill.

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1. *New York Provincial Congress,* II, 337.
2. New York militia.

MINUTES OF THE PENNSYLVANIA COUNCIL OF SAFETY[1]

In Council of Safety,

[Philadelphia] October 31st, 1776.

By order of the Council, two Blank Commissions for Privateers or Letters of Marque, were delivered to Messrs. James Mease & Robert Mease, for a ship & Brig, to be fitted out by them in a foreign Port.

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1. *Pennsylvania Colonial Records,* X, 773.

JOURNAL OF THE VIRGINIA NAVY BOARD [1]

[Williamsburg] Thursday 31st October 1776. –

Ordered that the keeper of the Public Store deliver unto Capt Edward Travis six Ounces of Rhubarb, two pounds of Bark, four pounds Glauber Salts & a half pound of Manna for the use of the Brig *Raleigh*

Capt Isaac Younghusband of the Brig *Musquetto* having been suspended from the Command of the Brig *Musquetto* for failing to apply [*sic* comply] with the Orders of this Board and being summoned to attend the Board to answer the same appeared accordingly who being examined touching his Conduct; proved to the Satisfaction of the Board by sundry Witnesses that he had as far as lay in his power Endeavoured to comply with their Orders and discharge the Duties of his Office – But had been prevented from doing the same in a proper manner Owing to his Ill state of Health for sometime past, for which reason he desires to resign his Commission which Resignation was accordingly received by the Board. –

Ordered that Mr John Harris be recommended to his excellency the Governor and the honble the Council as a proper Person to be appointed to the Command of the Brig *Raleigh* in the Room of Capt Isaac Younghusband who hath resigned his Commission. –

Ordered that a Warrant Issue to Capt James Barron for the use of Capt Richard Barron for One hundred and Ninety one pounds sixteen shillings for Pay of his Company on Board the Boat *Patriot* to the twenty fifth day of September last as p Pay-roll this day settled. –

Ordered that a Warrant Issue to Capt James Barron for Eighty nine pounds twelve shillings for Rum furnished for the use of the Boat *Liberty* –

Ordered that a Warrant Issue to Capt James Barron for the use of George Hope for One Hundred Pounds, upon Account, to Purchase Necessaries for the flat Bottom Boats Building at Hampton. –

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1. Navy Board Journal, 95–96, VSL.

VIRGINIA NAVY BOARD TO LIEUTENANT BENJAMIN POLLARD[1]

[Williamsburg, October 31]

If you have any Complaint against Mr [Henry] Stratton it may be inquir'd into hereafter. the Board hitherto approve your Conduct and will have no objection to promote you to the command of your Company of Marines in the room of Captain Conway –

G. W.

To Lieut. Ben. Pollard
of the *Hero* Galley –

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1. Navy Board Letter Book, VSL.

PAROLE OF BRITISH PRISONERS TAKEN BY A SOUTH CAROLINA NAVAL VESSEL [1]

We the Subscribers, being made Prisoners of War by the Navy of this State, do promise and engage on our word & honour & on the faith of Gentlemen, to depart from hence to the town of Salisbury in the State of North Carolina and there or within ten miles thereof to remain during the present War between Great Brittain & the united States of America, or untill the Congress of the Said States or the Supreme executive Authority of North

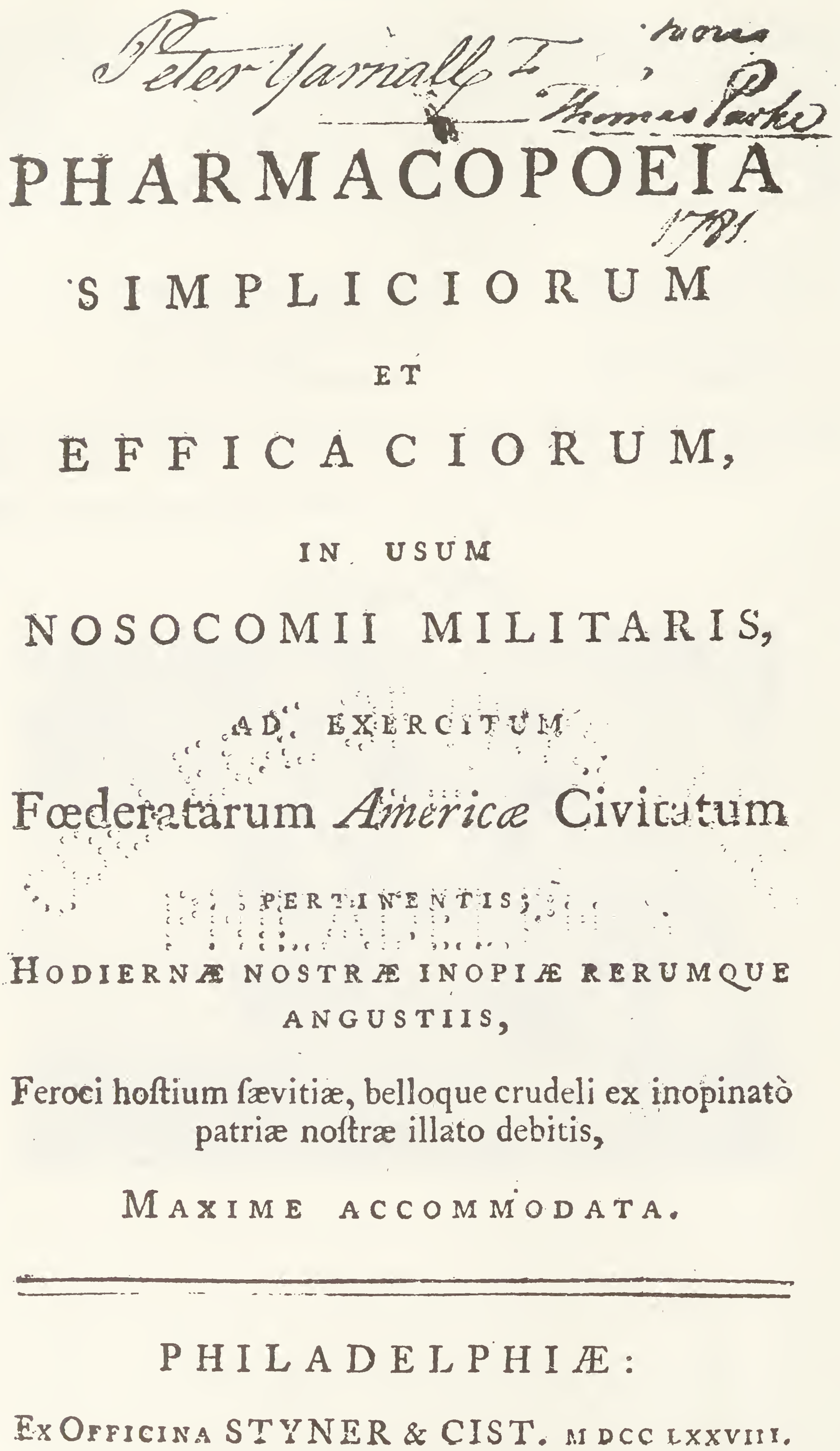
Carolina shall order otherwise, and that we will not directly or indirectly give any intelligence whatsoever to the Enemies of the Said States or do or say anything in opposition to or in prejudice of the measures & proceedings of any Congress or Assembly of the Said States, during the present troubles, or untill we are duly exchanged or discharged Given under our hands at Charlestown in So Carolina this thirty first day of October Anno Domini 1776

Dun M'Nicol Cap: R: H: E
Hugh Fraser Lieut R: H: E
Dun Macdougall
Lauchlin M^{c}Donald
Walter Cunningham
Hector M^{c}Quary
Angus Cameron
Alex^{r} Chrisholm

We also undertake for Neal M'Nicol, James Fraser, Alexr McDonald, & David Donaldson, that they shall be on the same footing with ourselves

1. Secretary of State Papers (Council of Safety, 1775–1776), NCDAH.

APPENDICES



Peter Yarnall To
now
Thomas Parke

PHARMACOPOEIA

1781

SIMPLICIORUM
ET
EFFICACIORUM,

IN USUM
NOSOCOMII MILITARIS,
AD EXERCITUM
Fœderatarum *Americæ* Civitatum
PERTINENTIS;

HODIERNÆ NOSTRÆ INOPIÆ RERUMQUE
ANGUSTIIS,

Feroci hoſtium ſævitiæ, belloque crudeli ex inopinatò
patriæ noſtræ illato debitis,

MAXIME ACCOMMODATA.

PHILADELPHIÆ:
EX OFFICINA STYNER & CIST. M DCC LXXVIII.

Courtesy of the College of Physicians, Philadelphia, Pa.

APPENDIX A

Naval and Maritime Medicine During the Revolution

Maurice Bear Gordon, M.D.

> *The* Chirurgion *is exempted from all duty but to attend the sicke, and cure the wounded, and good care Would be had, he have a certificate from the* Barbersurgions *Hall of his sufficiency, and also that his Chest bee well furnished both for* Physicke *and* Chyrurgery, *and so neer as may bee proper for that clime you goe for, which neglect hath beene the losse of many a mans life.*
>
> *John Smith.* An Accidence
> or The Path-way to Experience.
> *London, 1626.*

The naval surgeon practiced in an entirely different environment from his colleagues ashore. For months on end he lived and worked with his patients as an integral member of a confining and self-contained community —the ship's company. Deep below the waterline of a wind and storm tossed vessel of war he performed his duties with the limited means at hand, and fought the grim battle of life and death. Besides the skills of his art and science, the naval surgeon had to possess an extra measure of zeal and courage.

At the outset of the Revolution and the beginnings of the war at sea, physicians to care for sick and wounded sailors, as well as surgical instruments and medicines, were in acutely short supply.

Readying for combat on Lake Champlain in August 1776, General Benedict Arnold in a letter to General Gates, expressed his concern about the scarcity of medical services:

> I arriv'd here [Crown Point] at 10 oClock last night much as I left Tyconderoga a little feverish but no ague Yet, a dose Phisick this afternoon I hope will set matters in order. I have applied to Doctr Sparham who (I believe) Cannot be persuaded to go with the Fleet —I don't think it prudent to go without a Surgeon, Lieut [Isaac Budd] Dunn acquaints me, that the Surgeons Mate of Coln. St Clair's Regt has a good Box Medicines & will Incline to go with the Fleet, I wish he could be sent here . . . I Can procure a Case of Capital Instruments for him here,—nothing but the Surgeon & some few articles I have sent a Boat for, prevents our proceeding . . .

Gates responded on 23 August:

> This will be deliver'd to you by Doctor [Stephen] McCrea, whom at the Recommendation of Doctor [Jonathan] Potts, I have ap-

> pointed First Surgeon to the Fleet under your Command. he has Instruments & Medicines, two things much in request with you. Mr Francis Hagan accompanys Mr M'Crea as his Assistant Surgeon. I cannot procure any Instruments for him here, but wish you could hire Doctor Speram's for the Voyage. You are I am told acquainted with Doctor M'Crea. I am assured his Abillities are their Own Recommendation. . . .[1]

Physicians in America in 1775 did not exceed thirty five hundred and of that number not more than four hundred actually had Doctor of Medicine degrees, primarily from European universities. Approximately fifty of the degree holding physicians were graduates of either of two American medical schools—the College of Philadelphia founded in 1765 (now the University of Pennsylvania Medical School) or King's College established two years later (now Columbia University Medical School). The course of military events compelled both institutions to stop instruction during the Revolution.

Most American physicians acquired the art of healing through an apprenticeship or preceptorial training. Many were well educated in areas other than medicine, and some were self-styled doctors who lacked formal training.

A Continental Congress resolve, 30 September 1776, showed official concern about the professional qualifications of military surgeons:

> That it be recommended to the legislatures of the United States, to appoint gentlemen in their respective states, skilful in physic and surgery, to examine those who offer to serve as surgeons or surgeons' mates in the army and navy; and that no surgeon or mate shall hereafter receive a commission or warrant to act as such, in the army or navy, who shall not produce a certificate from some or one of the examiners so to be appointed, to prove that he is qualified to execute the office:

American surgeons were influenced by European medical scholarship particularly from Scotland and England. Professional books and journals were received from abroad. Diagnosis and treatment must have been profoundly affected by the system of Hermann Boerhaave (1668–1738) and William Cullen's (1710–1790) studies in pathology and nosology. The work of William Cheselden (1688–1752), Albrecht von Haller (1708–1777), Richard Mead (1673–1754), Percivall Pott (1714–1788), William Smellie (1697–1763), Gerhard van Swieten (1700–1772) and Thomas Sydenham (1624–1689) was not unknown to the patriot physicians of the Revolutionary generation.

The naval medical officer ministered to his shipmates whether in the heat of battle or in days of smooth sailing. Routinely, for example, he extracted abscessed teeth or removed growths from the surface of the body. A few hardy surgeons might operate for stones or cataracts, or attempt to patch a damaged skull.

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[1] See pages 205 and 283.

Theoretically and technically, surgery was not greatly advanced over the sixteenth century. The only major operations performed were amputations. Opening the abdominal cavity or thoracic cage was unknown. The discovery of effective anesthesia remained far in the distance, and the hemostatic forceps was not yet invented. Laudable pus, a whitish inodorous excretion thought to be essential to healing, was expected from every wound, and the physician was scarcely ever disappointed.

Seamen were not required to undergo a physical examination prior to enlistment. However, some attempt was made to sign on the physically fit as illustrated by this instruction promulgated in Maryland:

> The Men enlisted must be able bodied and perfect in all thir Limbs and Sight of Sound Health without Ruptures or other visible Infirmities, above five Feet four Inches and above sixteen and under fifty years of age: and if above forty they must be of robust Constitution.

The reference to "Ruptures" [hernias] is quite understandable when the extreme physical labors demanded of the crew by a ship under sail is envisioned.

"Rules for the Regulation of the Navy of the United Colonies," prepared by John Adams and adopted by Congress on 28 November 1775, provided that in each ship:

> A convenient place shall be set apart for sick or hurt men, to be removed with their hammocks and bedding when the surgeon shall advise the same to be necessary: and some of the crew shall be appointed to attend and serve them and to keep the place clean. The cooper shall make buckets with covers and cradles if necessary for their use.
>
> All ships furnished with fishing tackle, being in such places where fish is to be had, the Captain is to employ some of the company in fishing, the fish to be distributed daily to such persons as are sick, or upon recovery, if the surgeons recommend it . . .

The same regulations ranked the surgeon's assistant, that is, the Surgeon's Mate, with other "inferior Officers"—second master, cook, armourer, gunsmith, master at arms, and sail maker. A surgeon's pay was set at 21⅛ dollars per month, and Surgeon's Mate 13⅓ dollars.

Space provided on board ship as an operating room and battle dressing station was called the cockpit. Falconer's 1771 *Marine Dictionary* described the cockpit as "the apartments of the surgeon and his mates, being the place where the wounded men are dressed in time of battle, or otherwise. It is situated under the lower-deck." Dark, dismal and a malodorous area below the waterline for protection against battle damage, the cockpit, when not otherwise needed, served as quarters for the surgeon's mates, other mates, some midshipmen and civilian clerks. Their mess table became the operating table during battle.

Most shipboard diseases were caused by confined, often unsanitary, living conditions, and decayed or nonexistent basic foods. These combined made illness and death all too common. A prolonged voyage without a surgeon on board could well have ended in disaster.

British physician James Lind reported on 5,743 seamen received at Haslar Hospital between 1758 and 1760. Of this number, 2,174 were suffering from fevers, 1,146 with scurvy, 360 with consumption, 350 with rheumatism, and 245 with fluxes. These were, according to Lind, the most frequent and fatal diseases in the Royal Navy.

It was James Lind who in his work *A Treatise of the Scurvy* (1753) gave a lucid description of the disease and established scientifically the value of lemon juice. He undertook a crusade for the general use of lemon or lime juice on board all British men-of-war. However, almost another half century was to pass before his goal was realized.

Sir Gilbert Blane, a surgeon with the British fleet in the West Indies and on the North American station during the Revolution, compiled some illuminating statistics on illness and morbidity.

Year	*Seamen*	*Became Sick*	*Morbidity Rate*
1778	60,000	15,978	27%
1779	70,000	24,226	34%
1780	85,000	32,121	38%
1781	90,000	23,812	26%
1782	100,000	22,909	23%
1783	110,000	13,577	12%

His study on health in the Royal Navy, and that of other English physicians, likely mirrored the conditions which existed in the Continental Navy.

Blane found the principal causes of shipboard illness and death, in all climates, were scurvy and fevers. To these he added dysentery which prevailed primarily, but not exclusively, in tropical latitudes. Likewise, he pointed out that although a very high incidence of scurvy existed among sailors, the disease was not confined to the sea. A victim of scurvy suffered from soft and bleeding gums, his teeth loosened, his breath was foul, and he developed swelling of the arms and legs.

Today we know that typhus fever is an acute specific infectious disease, occurring usually in epidemics, which is transmitted through the bite of an infected body louse or other insect. Blane wrote from on board H.M.S. *Sandwich* off Antigua in August 1780: "The means of preventing this sort of infection in a ship are chiefly fresh air and cleanliness, shelter from cold and wet, and keeping the ship from being too much crowded." Typhus is characterized by a sudden onset, a high fever of about two weeks duration and a termination by crisis; sudden improvement or decline.

The most adequate coverage of "ship fever" (typhus on shipboard) during the Revolution is presented by Doctor Robert Robertson of the Royal Hospital, Greenwich, England, in his book, *Observations on Jail, Hospital or Ship Fever, From the 4th April, 1776, until the 30th April 1789, made in various parts of Europe and America and on the Intermediate Seas.*

Robertson concluded that ship fever is "an evil confined to no particular country or climate, but extending its fatal effects as far as we have either society or commerce." He was fully convinced that the jail, the hospital and the ship fever "are essentially one and the same fever; and that they are to be cured by one and the same remedy, *bark*." The "bark" to which Robertson made reference was Peruvian or Cinchona bark and was excised from a genus of rubiaceous trees, the species of which are native to South America. This bark has the same tonic, antiseptic and fever-reducing properties as the alkaloid quinine which it contains.

Serving in H.M.S. *Juno,* mostly in American waters, Doctor Robertson employed the following therapy:

> It was not a general rule with me to let blood;—that depending soley on circumstances. A vomit was most commonly given at first; and if the patient was bled, the vomit was given a few hours after, and from xxv. to xi. drops of Essent. Antimon. with refrigerating and diluting drink at night. Next morning an ounce of salts was given, and the essence of antimony repeated in the evening. After those moderate evacuations (which were seldom repeated) I prescribed Cort. Peruv. 3i. or 3iss. every hour, until the patient was out of danger; and afterwards it was given less frequent, and at this time Elix. Vitr. was often joined with it. After I began to give the bark, I did not omit it for any exacerbation of the symptoms.

As he gained experience, Robertson came to rely more on the bark in larger frequent doses, and less on other forms of treatment. His general antipathy to routine bleeding as a therapeutic measure was years in advance of his time.

Bleeding was a standard therapy on land and at sea. James Lind in his *Essay on the most effectual means of preserving the health of seamen in the Royal Navy* . . . (1779) recommended dilating the external opening of wounds and bleeding the patient profusely and frequently. Then one was to employ "emollient clysters, cooling nitrous drinks, anodynes, most rigid diet consisting solely of thin, diluting drinks, perfect quiet and a proper posture." Lind, however, suggested that bleeding was not suitable in tropical climates and warned against it.

Of the few medical writings produced in America, the most important to the naval surgeon was John Jones' *Plain, Concise, Practical Remarks on the Treatment of Wounds and Fractures* (New York, 1775) . Some of his salient principles may be summarized as follows:

Slight puncture wounds require no therapy; deep and tortuous ones should be incised and enlarged; inflammation is best counteracted by gentle laxatives, soft cataplasms, sudorific anodynes, bleeding and warm baths; opium is an essential adjunct of treatment; gangrene signifies the need of a more nourishing diet, spiritous fomentations and a more intensive use of the bark; abscesses need immediate incision and drainage; all transverse wounds are in need of interrupted suturing with a needle dipped in oil and following this a plaster is applied over the area for two or three days; in gunshot wounds, one should first remove the bullet and secondly control hemorrhage, and a light dressing should then be applied with a retention dressing on top; and all major compound fractures require immediate amputation.

Jones considered cardiac, aortic, cerebellar, medullary and receptaculum chyli wounds as fatal. Chest, abdominal, hepatic, pulmonary, intestinal and renal wounds were categorized as very serious.

The navel surgeon had a practical knowledge of current drug therapy which, as noted previously, favored cathartics, emetics, bark, opium blisters and blood letting. If fortunate, he owned a European pharmacopoeia or a copy of William Brown's *Pharmacopoeia Simpliciorum et Efficaciorum* [Formulary of Simple and yet Efficacious Remedies]—the first American pharmacopoeia—published in Philadelphia in 1778. Sometimes referred to as the "Lititz Pharmacopoeia," this work was compiled by Doctor Brown, Physician General of the Middle Department of the Continental Army, when stationed at the Army hospital, Lititz, Pennsylvania. Only readily available drugs were included, for the immediate military need would not permit seeking out rare medications.

An inventory taken on board the Continental frigate *Raleigh* in January 1778 lists the following surgeon's instruments and supplies:

1 Case of Amputating Instruments
2 Spare Silk Tourniquet Ligatures
1 Green Nourse Skin Case containing 4 Lancets
1 other Case containing 6 new Lancets
5 Teeth Instruments
1 Case Pocket Instruments
2 Iron Spatulas
1 Bolus Knife
1 marble morter & pestle
1 Iron Ditto
1 pair small Scales & weights
1 Iron Plaister Ladle
2 Pewter Porringers
2 Copper Sauce pans
1 Tin Kittle
12 Pannakins
4 Tin Sauce Pans
2 Tin Funnels
1 Pair Scizzers
1 Rheam wrapping paper
6 n Pins
6 Ells White Flannel
12 yards red Baize
30# [lbs.] Lint
80# [lbs.] Old Linnen
1 Box Combed Tow
6 Fracture Boxes
1 Large Chest containing Medicines, 1 large pewter Sirenge, pins tape thread, 1 Set bandages, 3 small Sirenges, 12 Wooden Tournaquets, Cork &c
1 Smaller Chest Medicines

The same inventory accounts for these "Refreshments for the Sick:"

200 Barrels 400 pounds Oatmeal
2 Casks 200 pounds Raisins
1 Jarr 12 Gallons sweet Oyl
1 Barrell 250 pounds sugar
1 half Barrel 15 Gallons Claret Wine
1 Keg 30 pounds Tamarinds

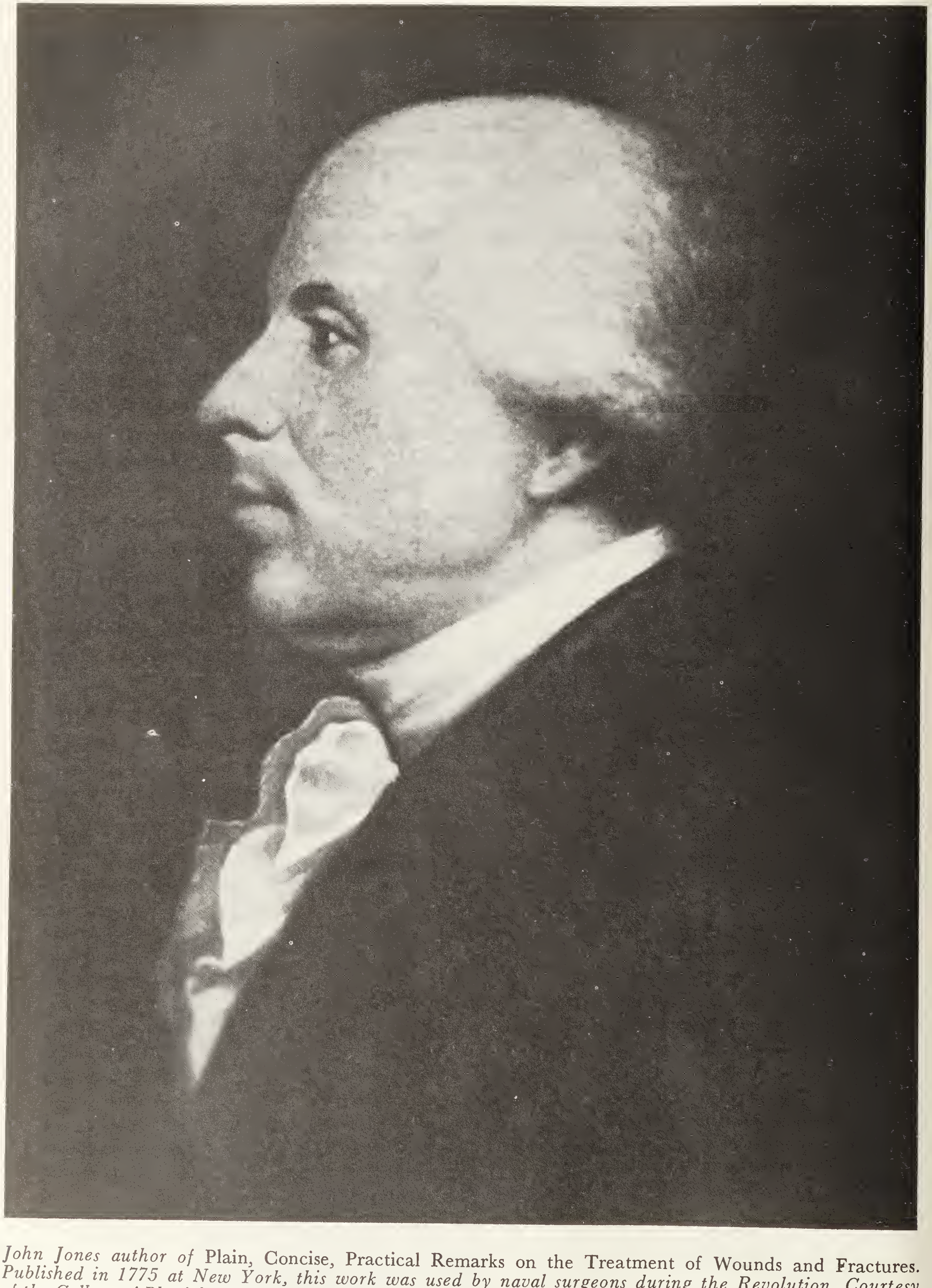
Rum was another therapeutic "refreshment." Cinchona bark—with quinine as its active ingredient—was in such demand that this medication quadrupled in price between June 1776 and September 1777.

Cathartics and purgatives were the drugs most often prescribed. These included botanical preparations such as ipecac, rhubarb, and jalap as well as chemical preparations. Antimony and potassium tartrate were combined to form "tartar emetic" which was favored for effecting a rapid vomiting. When the naval surgeon felt that a narcotic pain reliever was indicated, he favored gum opium. When he desired the counter-irritation effect of blistering plasters, he favored those prepared from cantharides [Spanish flies]. For a variety of medicinal purposes surgeons prescribed mercury in metallic form as well as in certain salt compounds and nitre [saltpeter or potassium nitrate]. Gum camphor was also widely used. A favorite dressing consisted of lint which was absorbent material obtained by picking apart old woven fabrics, but this was in critically scarce supply.

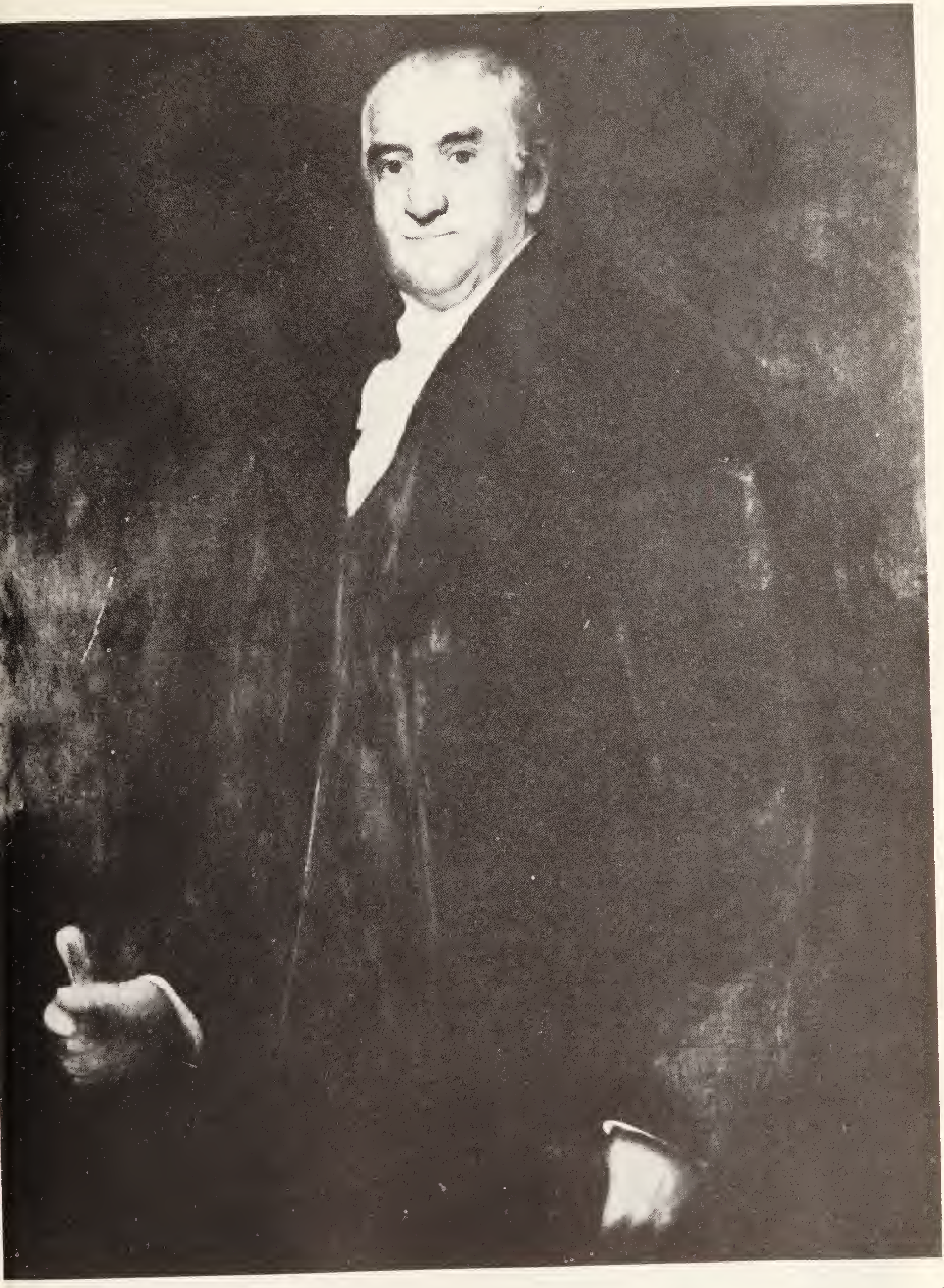
The ledger of the Greenleaf Apothecary in Boston, an interesting document in the holdings of the American Antiquarian Society,[2] reveals the shop was a major supplier of medicines to the Continental Navy, Washington's Fleet, and privateers. This ledger also documents how severe shortages were eased by medicines captured in the cargoes of British prize ships.

"The forming of a seaman," wrote Sir Gilbert Blane, "depends upon a long habit of life, so that if our stock of mariners were exhausted, or diminished, neither treasure nor any other means would repair the loss. In this view, as well as from the peculiar dependence of Britain upon her navy, this order of men is truly inestimable." And, still other words of Sir Gilbert could have reflected the dedication of American and British sea-going surgeons of the Revolution: "I should not repent my labour, could I enjoy the conscious certainty of its having saved the life of one brave and good man."

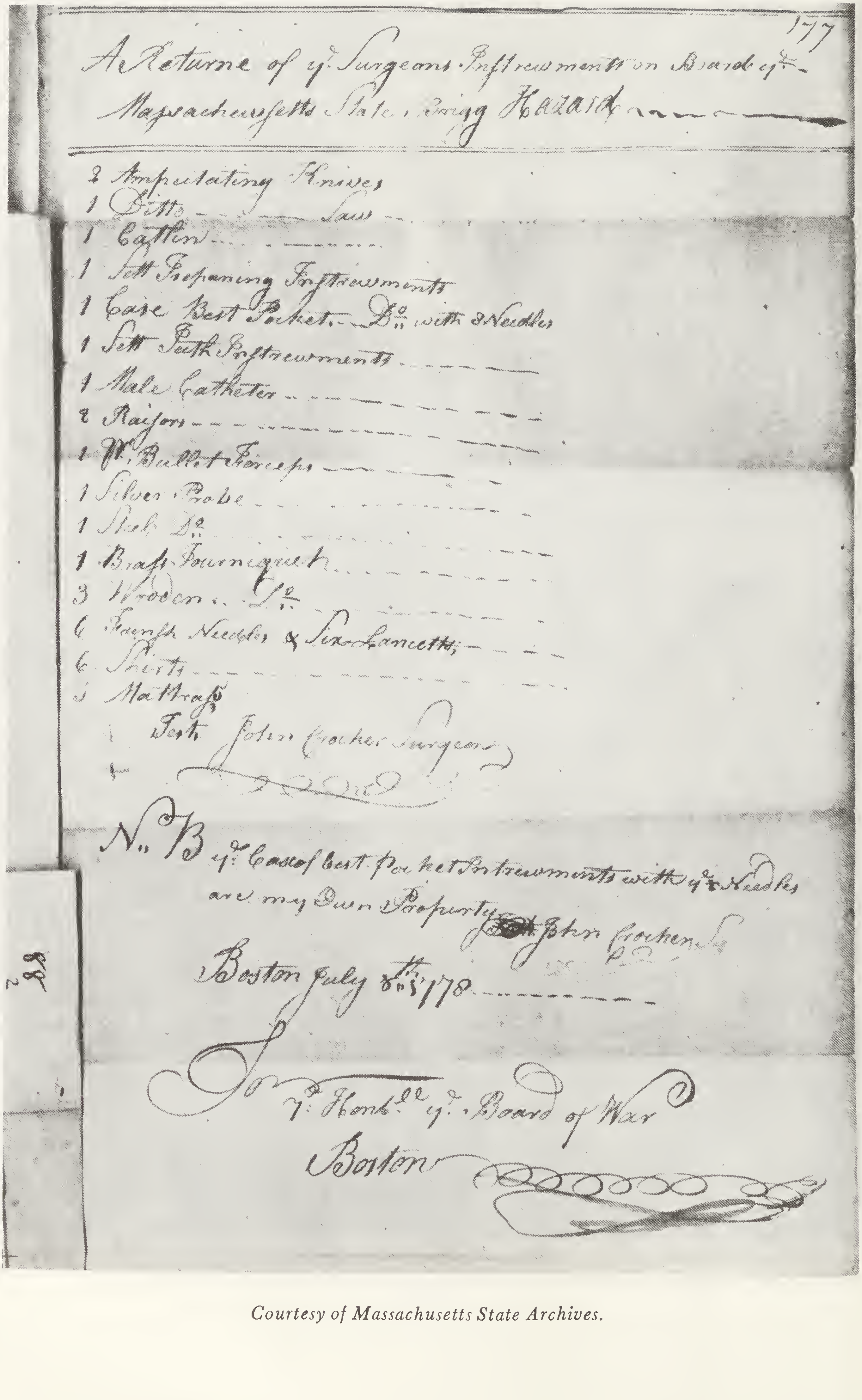
[2] See *Naval Documents of the American Revolution,* Volume 5, 496.



John Jones author of Plain, Concise, Practical Remarks on the Treatment of Wounds and Fractures. *Published in 1775 at New York, this work was used by naval surgeons during the Revolution. Courtesy of the College of Physicians, Philadelphia, Pa.*



Joshua Fisher, eminent Massachusetts patriot and privateer surgeon. Courtesy of Beverly Historical Society.



A Returne of ye Surgeons Inſtrewments on Board ye Maſsachuſetts State Brigg Hazard

2 Amputating Knives
1 Ditto --- Saw
1 Catlin
1 Sett Trepaning Inſtrewments
1 Case Best Pocket Do with 8 Needles
1 Sett Teeth Inſtrewments
1 Male Catheter
2 Raiſors
1 Pr Bullet Forceps
1 Silver Probe
1 Steel Do
1 Braſs Tourniquet
3 Wooden Do
6 French Needles & Six Lancetts
6 Shirts
3 Mattraſs

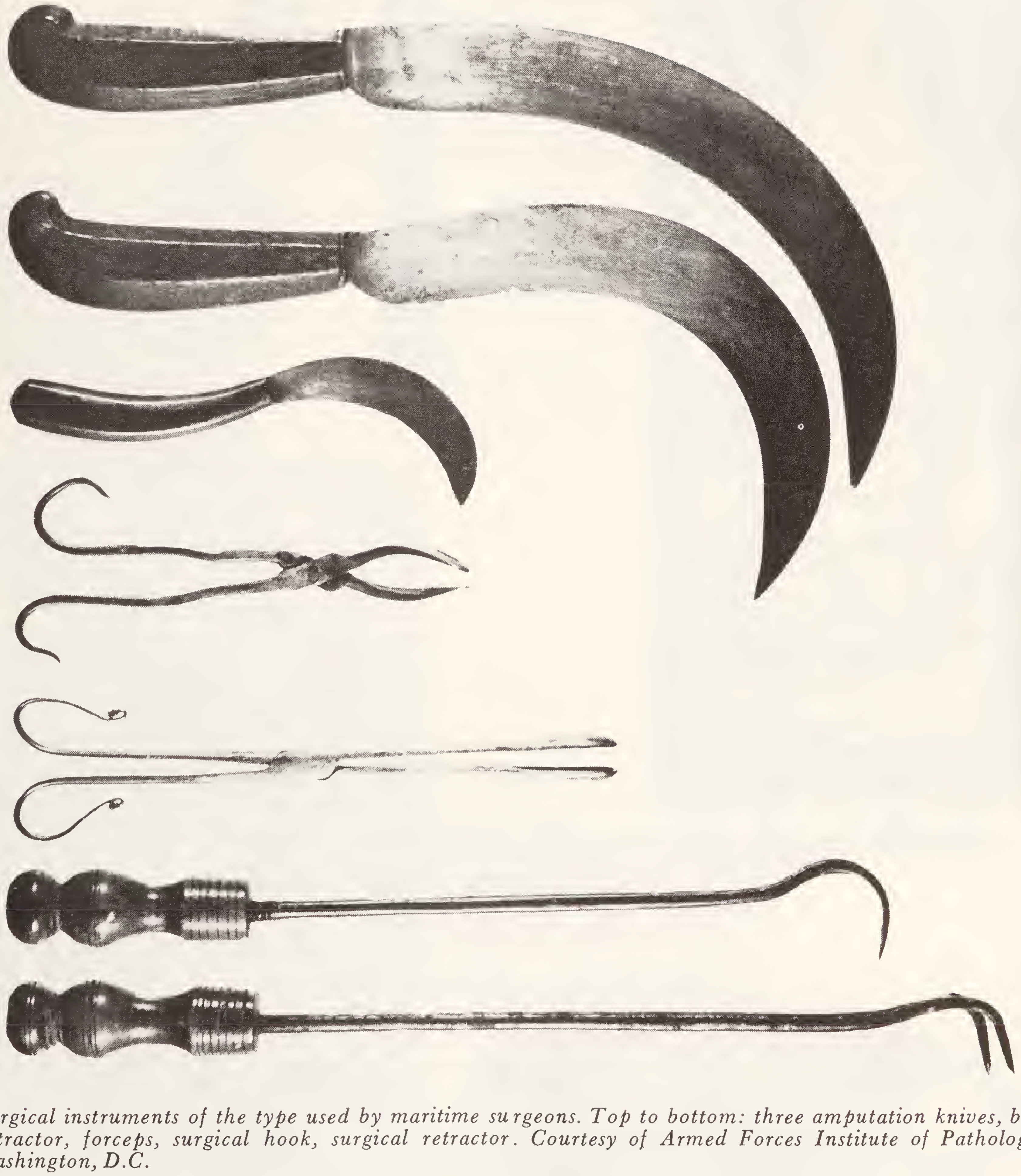
Test John Crocker Surgeon

No B ye Case of best Pocket Intrewments with ye Needles are my Own Property
John Crocker

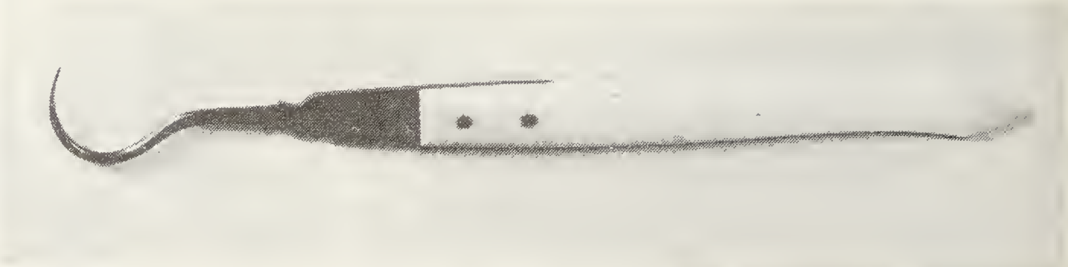
Boston July 8th 1778

To ye Honble ye Board of War
Boston

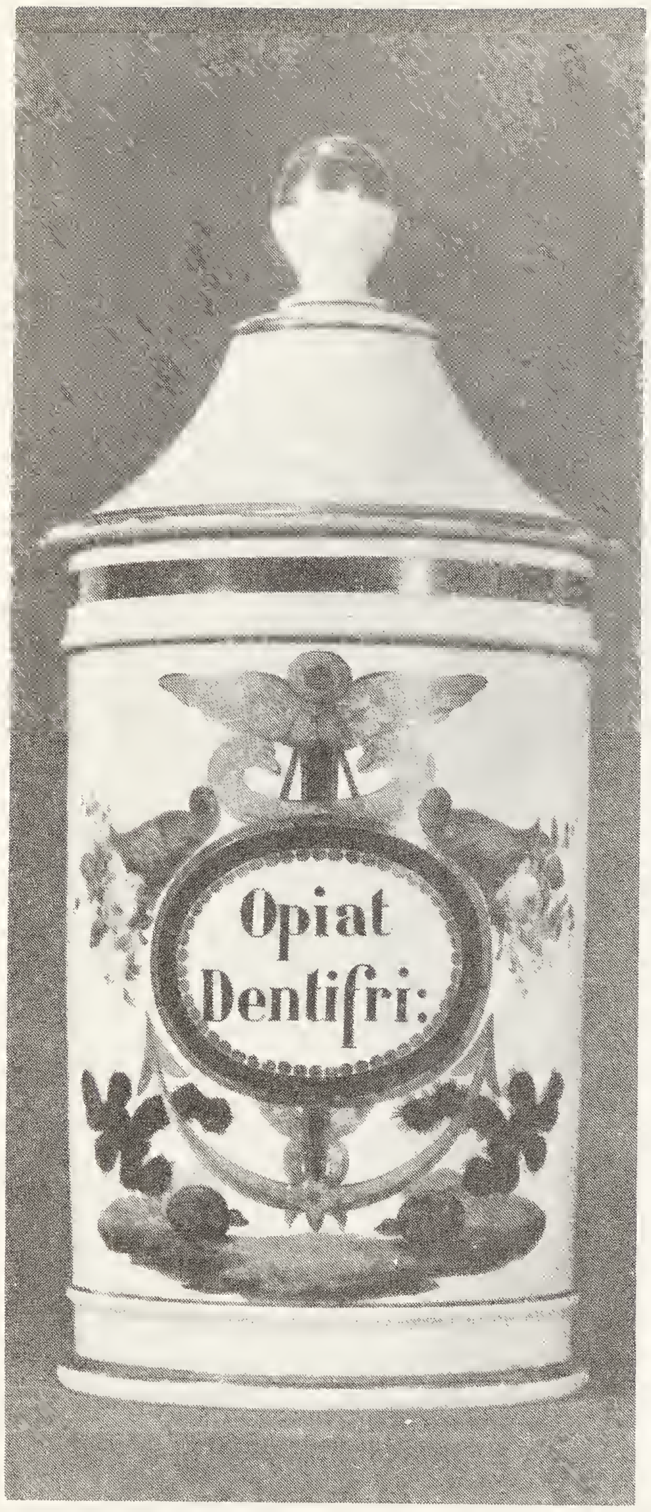
Courtesy of Massachusetts State Archives.



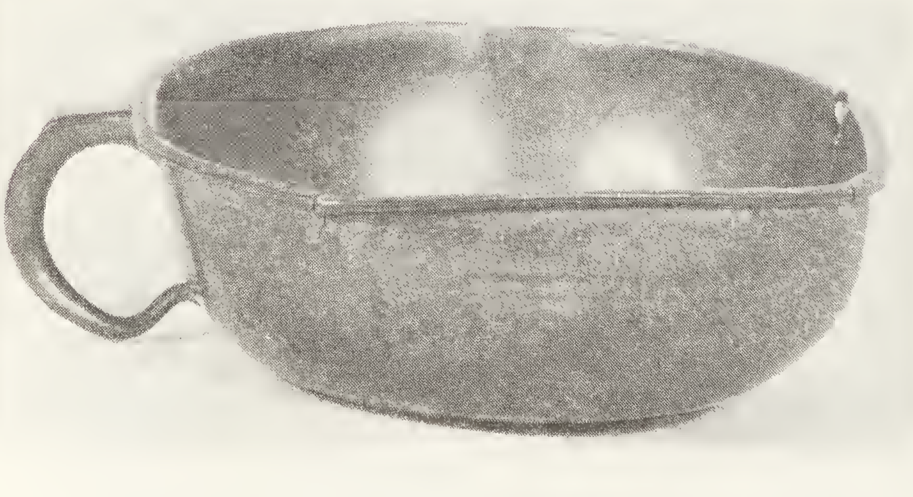
Surgical instruments of the type used by maritime surgeons. Top to bottom: three amputation knives, ball extractor, forceps, surgical hook, surgical retractor. Courtesy of Armed Forces Institute of Pathology, Washington, D.C.



Bullet prober.

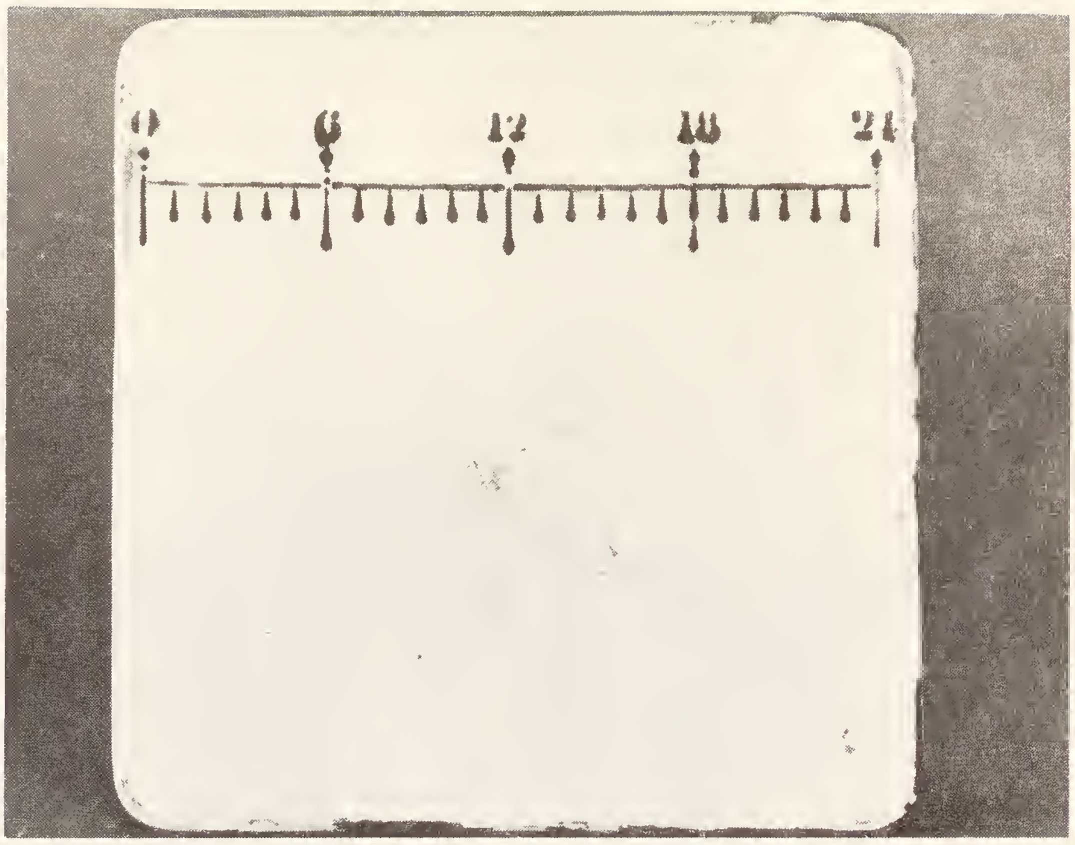

Opiat
Dentifri:

Porcelain jar for storage of medication.

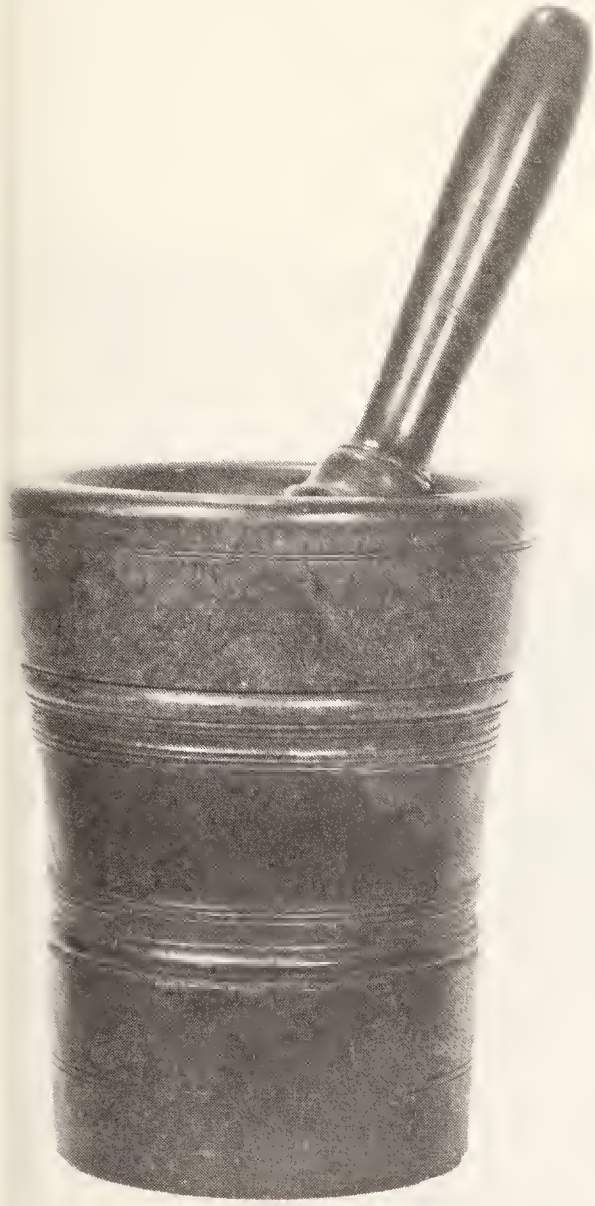


Pewter bleeding pan.

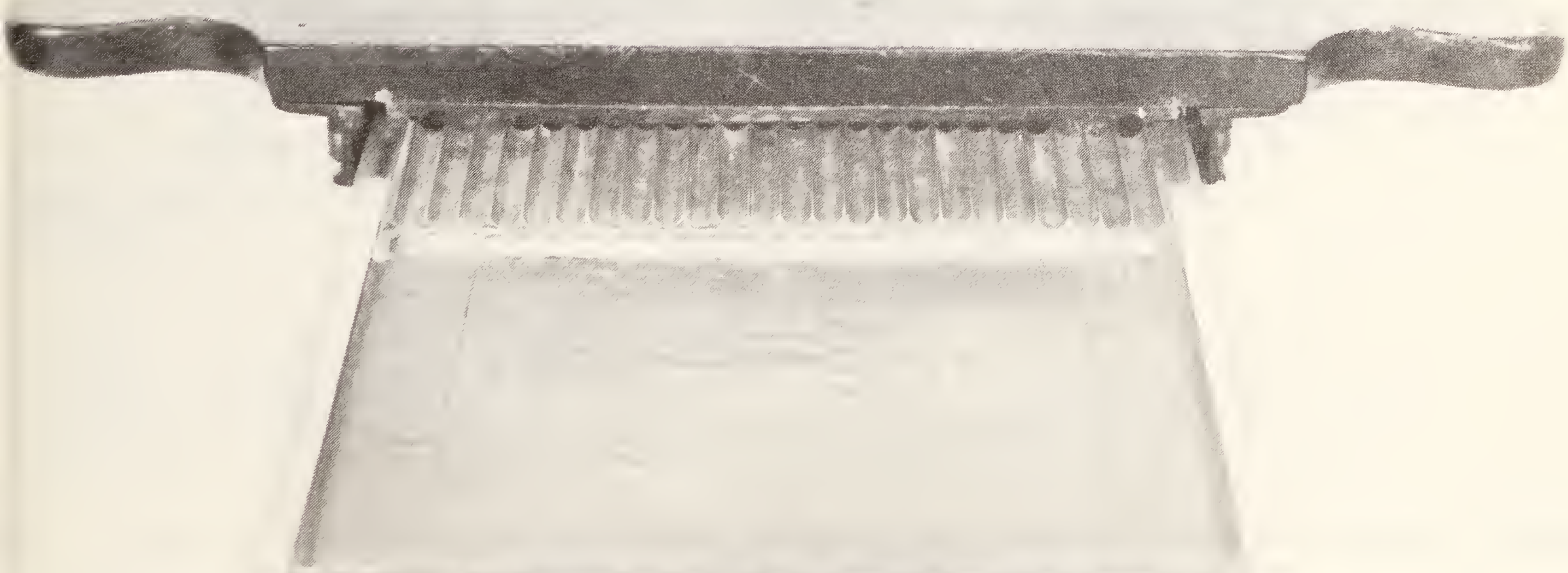
Glass jar apparently used for storing powdered bark.



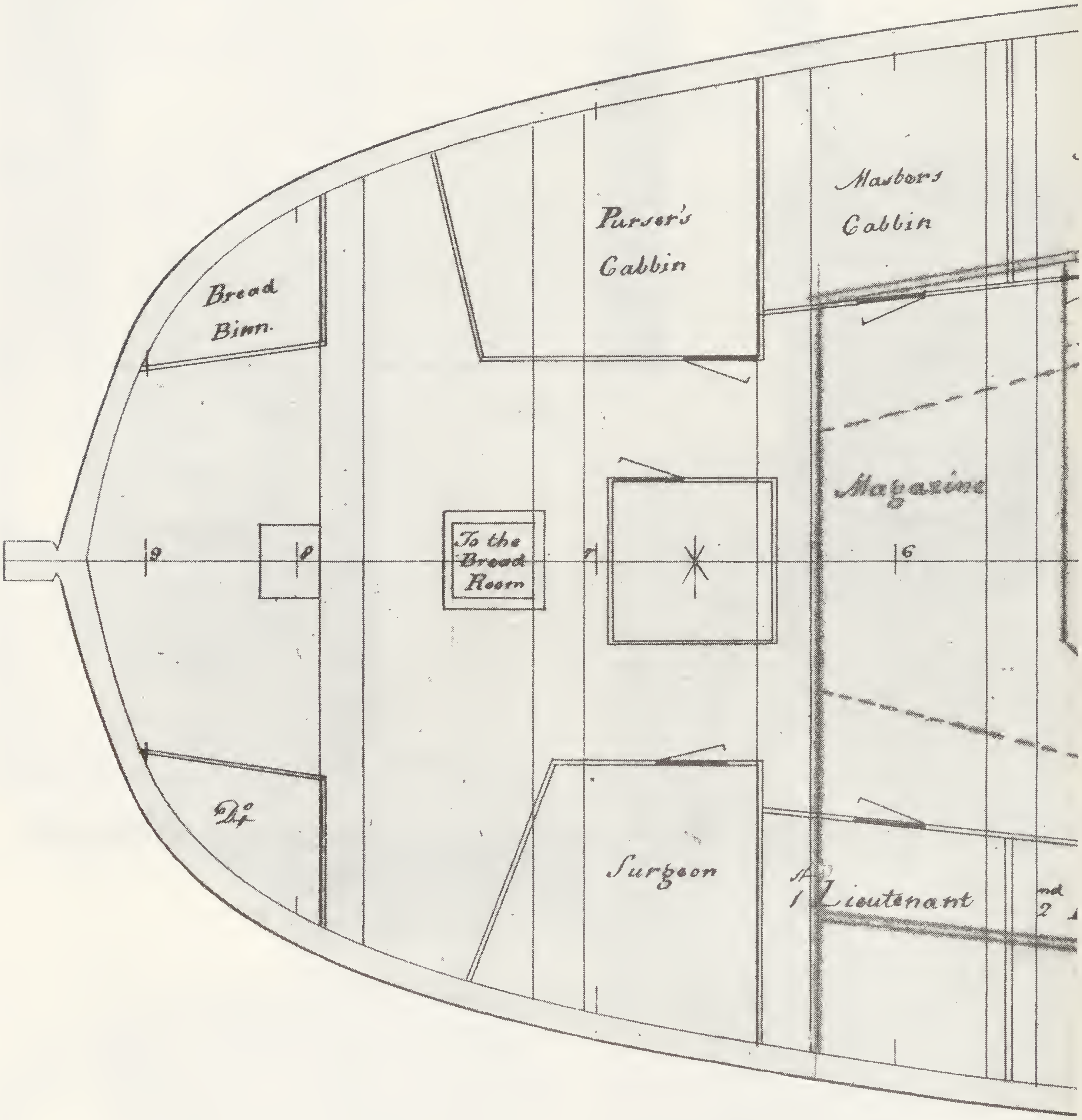
Pill tile used for measuring and dividing pills.



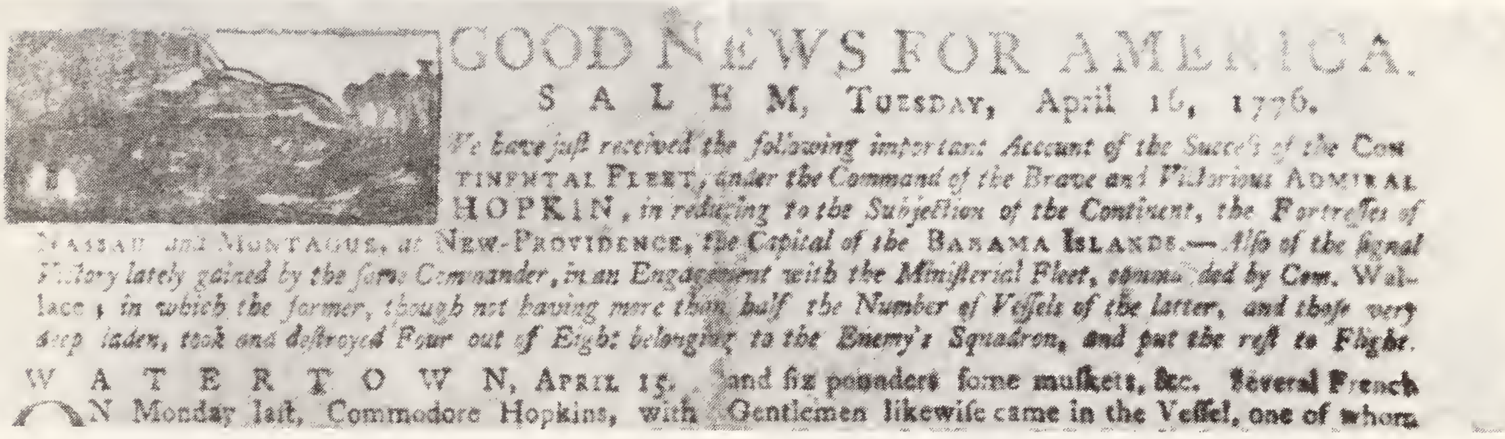
Wooden mortar and pestle.



Pill cutter.


Bread Binn.
Purser's Gabbin
Masters Gabbin
To the Bread Room
Magazine
9
8
7
6
Do
Surgeon
1st Lieutenant
2nd

Surgeon's quarters near bread room on lower deck of Continental Frigate Virginia. *Courtesy of the National Maritime Museum, London.*



GOOD NEWS FOR AMERICA.

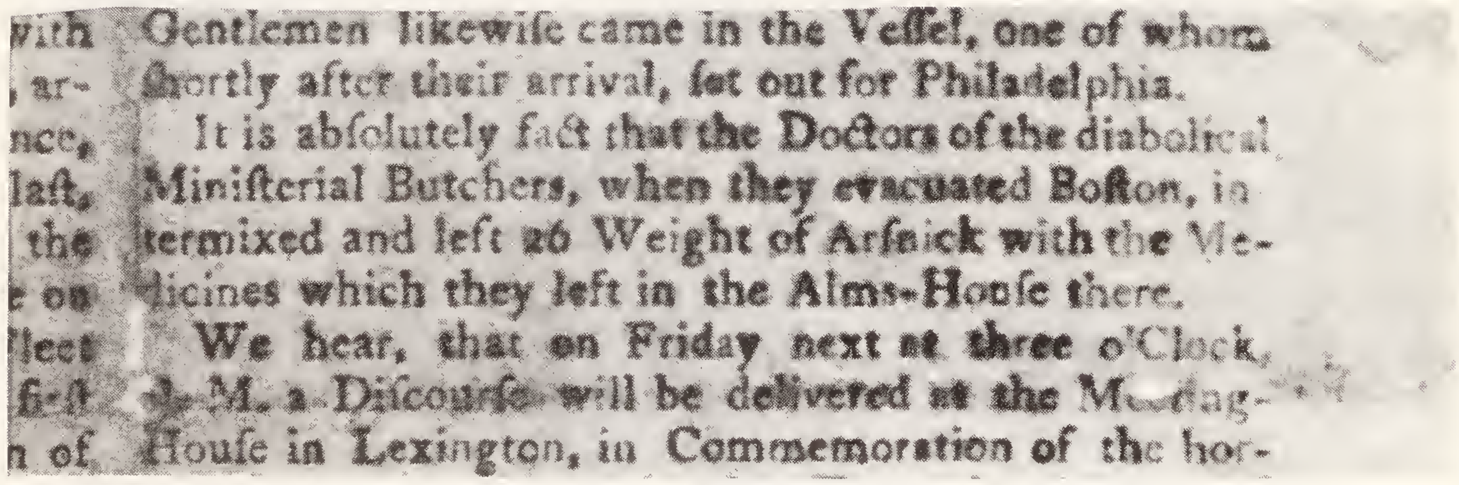
SALEM, Tuesday, April 16, 1776.

We have juſt received the following important Account of the Succeſs of the Continental Fleet, *under the Command of the Brave and Victorious* Admiral HOPKIN, *in reducing to the Subjection of the Continent, the Fortreſſes of* Nassau *and* Montague, *at* New-Providence, *the Capital of the* Bahama Islands.—*Alſo of the ſignal Victory lately gained by the ſame Commander, in an Engagement with the Miniſterial Fleet, commanded by Com. Wallace; in which the former, though not having more than half the Number of Veſſels of the latter, and thoſe very deep laden, took and deſtroyed Four out of Eight belonging to the Enemy's Squadron, and put the reſt to Flight.*

WATERTOWN, April 15.

ON Monday laſt, Commodore Hopkins, with

and ſix pounders ſome muſkets, &c. Several French Gentlemen likewiſe came in the Veſſel, one of whom



Gentlemen likewiſe came in the Veſſel, one of whom ſhortly after their arrival, ſet out for Philadelphia.

It is abſolutely fact that the Doctors of the diabolical Miniſterial Butchers, when they evacuated Boſton, intermixed and left 26 Weight of Arſnick with the Medicines which they left in the Alms-Houſe there.

We hear, that on Friday next at three o'Clock, P. M. a Diſcourſe will be delivered at the Meeting-Houſe in Lexington, in Commemoration of the hor-

Courtesy of the U.S. Naval Academy Museum.

APPENDIX B

DAVID BUSHNELL AND THE SUBMARINE *Turtle*

[New York harbor in September 1776 was the scene of an unsuccessful but historic attempt to sink a large British warship (*Eagle* or *Asia*) by submarine attack. The ingenious submarine was the invention of David Bushnell, and the operator was Sergeant Ezra Lee; both of Connecticut.

Thomas Jefferson, displaying keen interest in Bushnell's submarine, wrote to Washington from Paris on 17 July 1785 asking the General's recollections on the subject. Washington replied on 26 September of the same year.

In October 1787 Bushnell sent Jefferson a detailed description of the *Turtle* and his underwater experiments. At the same time, Bushnell sent Ezra Stiles a copy of all material he had prepared for Jefferson.

Sergeant Lee recounted his experience on the night of the submerged attack in a letter to David Humphreys dated 20 February 1815.

These letters have been brought together to form this appendix.]

THOMAS JEFFERSON TO GEORGE WASHINGTON [1]

Sir Paris July 17. 1785.

Permit me to add, what I forgot in my former letter, a request to you to be so kind as to communicate to me what you can recollect of Bushnel's experiments in submarine navigation during the late war, and whether you think his method capable of being used succesfully for the destruction of vessels of war, it's not having been actually used for this purpose by us, who were so peculiarly in want of such an agent seems to prove it did not promise success. I am with the highest esteem Sir

your most obedt & most humble sert
Th: Jefferson

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[1] Papers of Thomas Jefferson, vol. 13, LC. Printed in Boyd, ed., *Jefferson Papers,* 8, 301.

GEORGE WASHINGTON TO THOMAS JEFFERSON [1]

[Extract] Mount Vernon 26th Septr. 1785

I am sorry I cannot give you full information respecting Captn. Bushnals projects for the destruction of shipping.—No interesting experiment having been made, and my memory being treacherous, I may, in some measure, be mistaken in what I am about to relate.

Bushnel is a man of great Mechanical powers—fertile of invention—and a master in execution—He came to me in 1776 recommended by Governor Trumbull (now dead) and other respectable characters who were proselites to his plan.—Although I wanted faith myself, I furnished him with money, and other aids to carry it into execution.—He laboured for sometime ineffectually, & though the advocates for his scheme continued sanguine he never did succeed—One accident or another was always intervening.—I then thought, and still think, that it was an effort of genius; but that a combination of too many things were requisite, to expect much success from the enterprise against an enemy, who are always upon guard. —That he had a machine which was so contrived as to carry a man under water at any depth he chose, and for a considerable time & distance, with an apparatus charged with Powder which he could fasten to a ships bottom or side & give fire to in any given time (sufft. for him to retire) by means whereof a ship could be blown up, or sunk, are facts which I believe admit of little doubt—but then, where it was to operate against an enemy, it is no easy matter to get a person hardy enough to encounter the variety of dangers to which he must be exposed. 1 from the novelty 2 from the difficulty of conducting the machine, and governing it under water on acct. of the Currents &ca. 3 the consequent uncertainty of hitting the object of destination, without rising frequently above water for fresh observation, wch., when near the Vessel, would expose the adventurer to a discovery, & almost to certain death—To these causes I always ascribed the non-performance of his plan, as he wanted nothing that I could furnish to secure the success of it.—This to the best of my recollection is a true state of the case—But Humphreys, if I mistake not, being one of the proselites, will be able to give you a more perfect acct. of it than I have done. . . .

1. Papers of Thomas Jefferson, vol. 15, LC. Printed in Boyd, ed., *Jefferson Papers,* 8, 555–57, and in Fitzpatrick, ed., *Writings of Washington,* XXVIII, 278–81.

David Bushnell to Ezra Stiles [1]

Stamford October 16th 1787.

Sir

Induced by the desire you intimated in your Letter to me, of seeing what I should write to his Excellency Governor Jefferson our Ambassador at Paris, I have together with this, inclosed a Copy of what I have sent to his Excellency. The Original is forwarded by Colonel Humphrys, a Gentleman to whom I am much indebted, who wrote more than once upon the affair, and to whose friendship, I have no doubt, I owe the attention of the Governor to the Subject, and his desire of information, agreeably to what you and Colonel Humphrys wrote long since.

I beg leave to thank you for your advice, and your kind offer to take the charge of forwarding my Letter to his Excellency. I could wish that what I have written should not come to the knowledge of the public, for the same reason, as I have written to the Governor, that I have ever wished to be silent upon the subject. Should what I have written to the Governor miscarry, I wish these might be ready to be forwarded to him, if I should be obliged to make use of them.

If you are desirous of any information which is not contained in this packet, I shall esteem it a favour, if you will give me the opportunity of satisfying you. Should you think proper to write to me or receive anything from His Excellency Governor Jefferson which respects me, I could wish they might be directed to the care of Major John Davenport in Stamford. I am Sir &c.

David Bushnell

[Enclosures]

Stamford, In Connecticut Octr. 13th. 1787.

Sir

In the latter part of the year 1785, I received a Letter from Colonel David Humphrys, and soon after, another from Doctor Ezra Stiles, President of Yale College in Connecticut, informing me, that your Excellency desired an account of my Submarine Vessel, and the Experiments which I had made.

At the time I received those Letters, I was seized with a severe illness, which disabled me from writing, & though I attempted it several times, obliged me to desist. Ever since I recovered my health, my situation has been such, that until this time, it has not been in my power to write to your Excellency, upon the Subject.

I shall think myself happy if this, arriving thus late, meet with your Excellency's acceptance, and give you the information you desired; and shall only regret, that I had it not in my power to write, as soon as I received the communications of those Gentlemen.

Doctor Stiles, in his Letter to me, transcribed from yours the following, "If he thought proper to communicate it, I would engage never to disclose it, unless I could find an opportunity of doing it for his Benefit." In answer to this declaration, I shall submit the disclosure of it entirely to your Excellency, to do as you shall think proper; & beg leave to return you my sincere thanks for your generous intentions.

I have ever carefully concealed my Principles & Experiments, as much as the nature of the subject allowed, from all but my chosen Friends, being persuaded that it was the most prudent course, whether the event should prove fortunate or otherwise, although by the concealment I never fostered any great expectations of profit, or even of a compensation for my time & expences; the loss of which has been exceedingly detrimental to me.

With this your Excellency will receive a sketch of the general principles and construction of the Submarine Vessel blended together, as they occur at this time, with many of the Minutiae. I should gladly exhibit everything with the utmost minuteness, but apprehend I have not been sufficiently clear in what I have written, and have a doubt whether I could explain the whole intelligibly, without drawings, which I cannot easily execute or obtain. But should this not be sufficient, & you should wish to have a more minute description of the whole, or of any particular part not sufficiently explained here, I shall be happy to receive your Excellency's commands, and shall obey them, as soon as they come to hand, without any reserve.

As I am desirous this should not fall into improper hands, I could wish, if it were not too great a favour, to hear that this finds a safe conveyance to your Excellency.

In the mean time, with the most respectful sentiments, I am &c.

David Bushnell.

P.S. Should your Excellency think proper to inform me of the safe arrival of this packet, I could wish such information might be directed to the care of Doctor Stiles.

His Excellency Thomas Jefferson Esquire.

"General principles & construction of a Submarine Vessel."

No. 2.

The external shape of the Submarine Vessel bore some resemblance to two upper tortoise shells of equal size, joined together: the place of entrance into the Vessel being represented by the opening, made by the swell of the shells, at the head of the animal. The inside was capable of containing the Operator, and air, sufficient to supply him, thirty minutes, without receiving fresh air. At the bottom, opposite to the entrance, was fixed a quantity of lead for ballast. At one edge, which was directly before the operator, who sat upright, was an oar, for rowing forward or backward. At the other edge, was a rudder for steering. An aperture, at the bottom, with its valve, was designed to admit water for the purpose of descending; & two brass forcing pumps served to eject the water within, when necessary for ascending. At the top, there was likewise an oar, for ascending or descending, or continuing at any particular depth. A Watergage or Barometer, determined the depth of descent, a compass directed the course, & a ventilator within, supplied the Vessel with fresh air, when on the surface.

The entrance into the Vessel was elliptical, and so small, as barely to admit a person. This entrance was surrounded with a broad elliptical iron band, the lower edge of which was let into the wood of which the body of the Vessel was made, in such a manner, as to give its utmost support to the body of the Vessel against the pressure of the water. Above the upper edge of this iron band, there was a brass Crown or cover, resembling a hat with its crown and brim, which shut watertight upon the iron band: the Crown was hung to the iron band with hinges so as to turn over sidewise, when opened: to make it perfectly secure when shut, it might be screwed down upon the band by the operator, or by a person without.

There were in the brass Crown, three round doors, one directly in front, and one on each side, large enough to put the hand through, when open they admitted the fresh air; their shutters were ground perfectly tight into their places, with emery, hung with hinges, & secured in their places when shut. There were likewise several small glass windows in the Crown, for looking through, and for admitting light in the daytime, with covers to secure them. There were two airpipes in the Crown. A ventilator within drew fresh air through one of the airpipes, and discharged it into the lower part of the Vessel; the fresh air introduced by the ventilator, expelled the impure light air through the other airpipe. Both airpipes were so constructed, that they shut themselves whenever the water rose near their tops, so that no water could enter through them, and opened themselves immediately after they rose above the water.

The Vessel was chiefly ballasted with lead, fixed to its bottom: when this was not sufficient, a quantity was placed within, more or less, according to the weight of the operator: its ballast made it so stiff, that there was no danger of oversetting. The Vessel with all its appendages, and the operator, was of sufficient weight to settle it very low in the water. About two hundred pounds of the lead at the bottom for ballast, could be let down forty or fifty feet below the Vessel: this enabled the operator to rise instantly to the surface of the water in case of accident.

When the operator would descend he placed his foot upon the top of a brass valve, depressing it, by which he opened a large aperture in the bottom of the Vessel, through which the water entered at his pleasure. When he had admitted a sufficient quantity, he descended very gradually; if he admitted too much, he ejected as much as was necessary to obtain an equilibrium, by the two brass forcing pumps, which were placed at each hand. Whenever the Vessel leaked or he would ascend to the surface, he also made use of these forcing pumps. When the skilful operator had obtained an equilibrium, he could row upward, or downward, or continue at any particular depth, with an oar, placed near the top of the Vessel, formed upon the principle of the screw, the axis of the oar entering the Vessel: by turning the oar one way he raised the Vessel, by turning it the other way he depressed it.

A glass tube eighteen inches long, and one inch in diameter, standing upright, its upper end closed, and its lower end, which was open, screwed into a brass pipe, through which the external water had a passage into the glass tube, served as a Watergage or Barometer. There was a piece of cork, with phosphorus on it, put into the Watergage: When the Vessel descended, the water rose in the watergage, condensing the air within, and bearing the cork, with its phosphorus, on its surface. By the light of the phosphorus, the ascent of the water in the gage was rendered visible, and the depth of the Vessel under water ascertained by a graduated line.

An oar, formed upon the principle of the screw, was fixed in the forepart of the Vessel, whose axis entered the Vessel, which being turned one way, rowed the Vessel forward, and being turned the other way, rowed it backward: it was made to be turned by hand or foot.

A rudder, hung to the hinder part of the Vessel, commanded it with the greatest ease. The rudder was made very elastick, and might be used for rowing forward. Its tiller was within the Vessel, at the operator's right hand, fixed, at a right angle, on an iron rod, which passed through the side of the Vessel; the rod had a crank on its outside end, which commanded the rudder, by means of a rod extending from the end of the crank to a kind of tiller, fixed upon the left hand of the rudder. Raising & depressing the first mentioned tiller turned the rudder, as the case required.

A compass marked with phosphorus directed the course, both above and under the water; & a line and lead founded the depth when necessary.

The internal shape of the Vessel, in every possible section of it, verged towards an ellipsis, as near as the design would allow, but every horizontal section, although elliptical, as near a circle, as could be admitted. The body of the Vessel was made exceedingly strong; and to strengthen it as much as possible, a firm piece of wood was framed, parallel to the conjugate diameter, to prevent the sides from yielding to the great pressure of the incumbent water in a deep immersion. This piece of wood was also a seat for the operator.

Every opening was well secured. The pumps had two sets of valves. The aperture at the bottom, for admitting water was covered with a plate perforated full of holes to receive the water, and prevent anything from choaking the passage, or stopping the valve from shutting. The brass valve might likewise be forced into its place with a screw, if necessary. The airpipes had a kind of hollow sphere, fixed round the top of each, to secure the air pipe-valves from injury; these hollow spheres were perforated full of holes for the passage of the air through the pipes: within the airpipes were shutters to secure them, should any accident happen to the pipes, or the valves on their tops.

Whenever the external apparatus passed through the body of the Vessel, the joints were round and formed by brass pipes, which were driven into the wood of the Vessel; the holes through the pipes were very exactly made, and the iron rods which passed through them were turned in a lathe to fit them; The joints were also kept full of oil to prevent rust and leaking. Particular attention was given to bring every part, necessary for performing the operations, both within and without the Vessel, before the operator, and as convenient as could be devised: so that every thing could be found in the dark, except the watergage, and the compass, which were visible by the light of the phosphorus, and nothing required the operator to turn to the right hand, or the left, to perform anything necessary.

Description of a Magazine & its appendages, designed to be conveyed by the submarine Vessel to the bottom of a Ship.

In the forepart of the brim of the Crown of the Submarine Vessel, was a socket, and an iron tube passing through the socket; the tube stood upright, and could slide up and down in the socket, six inches: at the top of the tube, was a Woodscrew (A) fixed by means of a rod, which passed through the tube, and screwed the Woodscrew fast upon the top of the tube: by pushing the Woodscrew up against the bottom of a Ship, and turning it at the same time, it would enter the planks; driving would answer the same purpose; when the Woodscrew was firmly fixed, it could be cast off by unscrewing the rod, which fastened it upon the top of the tube.

Behind the Submarine Vessel, was a place, above the rudder, for carrying a large Powder Magazine; this was made of two pieces of oak timber, large enough, when hollowed out, to contain one hundred and fifty pounds of Powder, with the apparatus used in firing it, and was secured in its place by a screw, turned by the operator. A strong piece of rope extended from the magazine to the Woodscrew (A) abovementioned, and was fastened to both. When the Woodscrew was fixed, and to be cast off from its tube, the Magazine was to be cast off likewise by unscrewing it, leaving it hanging to the Woodscrew: it was lighter than the water that it might rise up against the object, to which the Woodscrew and itself were fastened.

Within the Magazine, was an apparatus, constructed to run any proposed length of time under twelve hours; when it had run out its time, it unpinioned a strong lock resembling a gun lock, which gave fire to the powder. This apparatus was so pinioned, that it could not possibly move till, by casting off the Magazine from the Vessel, it was set in motion.

The skilful operator could swim so low on the surface of the water, as to approach very near a Ship, in the Night, without fear of being discovered, and might if he chose, approach the stem or stern, above water, with very little danger. He could sink very quick, keep at any depth he pleased, and row a great distance, in any direction he desired, without coming to the surface; & when he rose to the surface, he would soon obtain a fresh supply of air, when, if necessary, he might descend again and pursue his course.

The above Vessel, Magazine &c. were projected in the year 1771, but not completed until the year 1775.

David Bushnell

"Experiments made to prove the nature and use of a Submarine Vessel."
No. 3.

The first experiment I made, was with about two ounces of gunpowder, which I exploded four feet under water, to prove to some of the first Personages in Connecticut, that powder would take fire under water.

The second experiment was made with two pounds of powder, inclosed in a wooden bottle, and fixed under a hogshead, with a two inch oak plank between the hogshead and the powder; the hogshead was loaded with stones as deep as it could swim; a wooden pipe descending through the lower head of the hogshead, & through the plank into the powder contained in the bottle, was primed with powder. A match put to the priming exploded the powder, which produced a very great effect, rending the plank into pieces, demolishing the hogshead, and casting the stones and ruins of the hogshead, with a body of water many feet into the air, to the astonishment of the spectators. This experiment was likewise made for the satisfaction of the Gentlemen abovementioned.

I afterwards made many experiments of a similar nature; some of them with large quantities of powder; they all produced very violent explosions, much more than sufficient for any purpose I had in view.

In the first essays with the submarine Vessel, I took care to prove its strength to sustain the great pressures of the incumbent water when sunk deep, before I trusted any person to descend much below the surface: and

I never suffered any person to go under water without having a strong piece of rigging made fast to it, until I found him well acquainted with the operations necessary for his safety. After that I made him descend and continue at particular depths, without rising or sinking, row by the compass, approach a Vessel, go under her, and fix the Woodscrew, mentioned in No 2, and marked A, into her Bottom, &c. until I thought him sufficiently expert to put my design into execution.

I found agreeably to my expectation, that it required many trials to make a person of common ingenuity, a skilful operator. The first I employed was very ingenious and made himself master of the business, but was taken sick in the campaign of 1776 at N. York, before he had an opportunity to make use of his skill, and never recovered his health sufficiently afterwards.

Experiments made with a submarine Vessel.

After various attempts to find an operator to my wish, I sent one, who appeared more expert than the rest, from N. York to a fifty gun Ship lying not far from Governour's Island. He went under the Ship and attempted to fix the Woodscrew into her bottom, but struck as he supposes, a bar of iron, which passes from the rudder hinge and is spiked under the Ship's quarter. Had he moved a few inches, which he might have done without rowing, I have no doubt, but he would have found wood, where he might have fixed the screw; or if the Ship were sheathed with copper, he might easily have pierced it: but, not being well skilled in the management of the Vessel, in attempting to move to another place, he lost the Ship. After seeking her in vain, for sometime, he rowed some distance, and rose to the surface of the water, but found daylight had advanced so far, that he durst not renew the attempt.

He says that he could easily have fastened the Magazine under the Stern of the Ship, above water, as he rowed up to the stern, and touched it, before he descended. Had he fastened it there, the explosion of one hundred and fifty pounds of powder, the quantity contained in the Magazine, must have been fatal to the Ship. In his return from the Ship to N. York, he passed near Governor's Island, and thought he was discovered by the Enemy, on the Island; being in hast to avoid the danger he feared, he cast off the magazine, as he imagined it retarded him, in the swell, which was very considerable. After the Magazine had been cast off, one hour, the time the internal apparatus was set to run, it blew up with great violence.

Afterwards there were two attempts made in Hudson's River above the City, but they effected nothing. One of them was by the aforementioned person. In going toward the Ship, he lost sight of her, and went a great distance beyond her, before he found her; when he arrived, the tide ran so strong, that as he descended under water, for the Ship's bottom, it swept him away. Soon after this, the Enemy went up the river, and pursued the boat, which had the submarine Vessel on board, and sunk it, with their shot. After I recovered the Vessel, I found it impossible, at that time to prosecute the design any farther. I had been in a bad state of health from the beginning of my undertaking, and was now very unwell; the situation of public affairs was such, that I despaired of obtaining the public attention, and the assistance necessary. I was unable to support myself, and the persons I must have employed, had I proceeded. Beside I found it absolutely necessary, that the operators should acquire more skill in the management of the Vessel, before I could expect success; which would have taken up sometime, and made no small additional expence. I therefore gave over the pursuit, for that time, and waited for a more favourable opportunity, which never arrived.

Other Experiments made with a design to fire Shipping.

In the year 1777, I made an attempt, from a Whaleboat, against the *Cerberus* Frigate, then lying at anchor, between Connecticut River & New London, by drawing a Machine against her side, by means of a line. The Machine was loaded with powder, to be exploded by a gunlock, which was to be unpinioned by an apparatus, to be turned by being brought along the side of the Frigate. This Machine fell in with a schooner, at anchor astern of the Frigate, & concealed from my sight. By some means or other it was fired, and demolished the schooner, and three men, and blew the only one left alive, overboard, who was taken up very much hurt.

After this, I fixed several Keggs under water, charged with powder, to explode upon touching anything, as they floated along with the tide: I set them afloat in the Delaware, above the English shipping at Philadelphia, in December 1777. I was unacquainted with the River, and obliged to depend upon a Gentleman, very imperfectly acquainted with that part of it, as I afterwards found. We went as near the shipping as he durst venture; I believe the darkness of the night greatly deceived him, as it did me. We set them adrift, to fall with the ebb upon the Shipping. Had we been within sixty rods, I believe they must have fallen in with them immediately as I designed; but, as I afterwards found, they were set adrift much too far distant, and did not arrive, until after being detained some time by frost, they advanced in the day time, in a dispersed situation, and under great disadvantage. One of them blew up a boat, with several persons in it, who imprudently handled it too freely, and thus gave the British that alarm, which brought on the battle of the Keggs.

David Bushnell

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1. Ezra Stiles Papers, NHCHS. Recipient's copy of the Bushnell to Jefferson letter, without enclosures describing the *Turtle* and underwater experiments, is in Papers of Thomas Jefferson, vol. 34, LC, and is printed in Boyd, ed., *Jefferson Papers,* 12, 303–04. Bushnell's description of the submarine and "Other Experiments" was published in *Transactions of the American Philosophical Society,* Philadelphia, 1799.

Ezra Lee to David Humphreys [1]

Lyme 20th Feby 1815.

Dr. Sir.

Judge Griswold, & Charles Griswold Esq. both informed me that you wished to have an account of a machine invented by David Bushnell of Say. Brook, at the commencement of our Revolutionary war. In the summer of 1776, he went to New York with it to try the *Asia* man of war:—his brother being acquainted with the working of the machine, was to try the first experiment with it, but having spent untill the middle of August, he gave out, in consequence of indisposition.—Mr. Bushnell then came to General Parsons (of Lyme) to get some one to go, and learn the ways & mystery of this new machine, and to make a trial of it.

General Parsons, sent for me, & two others, who had given in our names to go in a fire ship if wanted, to see if we would undertake the enterprize:—we agreed to it, but first returned with the machine down Sound, and on our way practised with it in several harbours.— we returned as far back as Say-Brook with Mr Bushnell, where some little alterations were made in it— in the course of which time, (it being 8 or 10 days) the British had got possession of Long Island & Governor's Island—We went back as far as New Rochelle and had it carted over by land to the North River.—

Before I proceed further, I will endeavour to give you some idea of the construction of this machine, *turtle* or torpedo, as it has since been called.— (1) Its shape was most like a round clam, but longer, and set up on its square side—it was high enough to stand in or sit as you had occasion, with a (2) composition head hanging on hinges.—it had six glasses, inserted in the head, and made water tight, each the size of a half Dollar piece, to admit light—in a clear day, a person might see to read in three fathoms of water— The machine was steered by a rudder having a crooked tiller, which led in by your side, through a water joint.—(3) then sitting on the seat, the navigator rows with one hand, & steers with the other—it had two oars, of about 12 inches in leangth, & 4 or 5 in width, shaped like the arms of a windmill, which led also inside through water joints, in front of the person steering, and were worked by means of a wench (or crank) and with hard labour, the machine might be impelled at the rate of 3 nots an hour for a short time —Seven hundred pounds of lead were fixed on the bottom for ballast, and two hundred weight of it was so contrived, as to let it go in case the pumps choaked, so that you could rise at the surface of the water.—It was sunk by letting in water by a spring near the bottom, by placing your foot against which, the water would rush in and when sinking take off your foot & it would cease to come in & you would sink no further, but if you had sunk too far, pump out water untill you got the necessary depth—these pumps forced the water out at the bottom, one being on each side of you as you rowed—A pocket compass was fixed in the side, with a piece of light (4) wood on the north side, thus +, and another on the east side thus —, to steer by while under water—Three round doors were cut in the head, (each 3 inches diameter) to let in fresh air, untill you wished to sink, and then they were shut down & fastened—There was also a glass tube (5) 12 inches long and 1 inch diamater, with a cork in it, with a peice of light wood, fixed to it, and another peice at the bottom of the tube, to tell the depth of discent,—one inch rise of the cork in the tube gave about one fathom water,—It had a screw, that peirced through the top of the machine, with a water joint, which was so very sharp that it would enter wood, with very little force, and this was turned with a wench, or crank, and when entered fast in the bottom of the ship, the screw is then left, and the machine is disengaged, by unscrewing another one inside that held the other. From the screw now fixed on the bottom of the ship, a line—led to & fastened to the mazagine, to prevent its escape either side of the ship—the magazine was directly behind you on the outside, and that was faced from you by unscrewing a screw inside—Inside the magazine was a clock machinery, which immediately sets a going after it is disengaged & a gun lock is fixed to strike fire to the powder, at the set time after the Clock should rundown—The clock might be set to go longer or shorter—20 or 30 minutes was the usual time, to let the navigator escape—This magazine was shaped like an egg, & made of oak dug out in two peices, bound together with bands of iron, corked & paid over with tar so as to be perfectly tight, and the clock was bound so as not to run untill this magazine was unscrewed—

I will now endeavour to give you a short account of my voyage in this machine.—The first night after we got down to NewYork with it, that was favourable, (for the time for a trial, must be, when it is slack water, & calm, as it is unmanagable in a swell or a strong tide) the British Fleet lay a little above Staten Island We set off from the City—the Whale boats towed me as nigh the ships, as they dared to go, and then cast me off—I soon found that it was too early in the tide, as it carried me down by the ships—I however hove about, and rowed for 5 glasses, by the ships' bells, before the tide slacked so that I, could get along side of the man of war, which lay above the transports—The Moon was about 2 hours high, and the daylight about one—when I rowed under the stern of the ship, could see the men on deck, & hear them talk—I then shut down all the doors, sunk down, and came under the bottom of the ship, up with the screw against the bottom but found that it would not enter— (6) I pulled along to try another place, but deviated a little one side, and immediately rode with great velocity, and come above the surface 2 or 3 feet between the ship and the daylight—then sunk again like a porpoise I hove partly about to try again, but on further thought I gave out, knowing, that as soon as it was light the ships boats would be rowing in all directions, and I thought the best generalship, was to retreat, as fast as I could as I had 4 miles to go, before passing Governor's Island.—So I jogg'd on as fast as I could, and my compass being then of no use to me, I was obliged to rise up every few minutes to see that I sailed in the right direction, and for this purpose keeping the machine on the surface of the water, and the doors open—I was much afraid of getting aground on the island as the Tide of the flood set on the north point While on my passage up to the City, my course owing to the above circumstances, was very crooked & zig zag, and the enemy's attention was drawn towards me, from Governors Island—When I was abreast of the fort on the island 3 or 400 men got upon the parapet to observe me,—at leangth a number came down to the shore, shoved off a 12 oar'd barge, with 5 or 6 sitters, and pull'd for me—I eyed them, and when they had got within 50 or 60 yards of me, I let loose the magazine, in hopes, that if they should take me, they would likewise pick up the magazine, and then we should all be blown up together, but as kind Providence would have it, they took fright, and returned to the island, to my infinite joy.—I then weathered the Island, and our people seeing me, came off with a whaleboat, and towed me in—The Magazine after getting a little past the Island, went off with a tremendous explosion, throwing up large bodies of water to an immense height. (7)

Before we had another opportunity to try an experiment our army evacuated Newyork, and we retreated up the North River as far as fort Lee —A Frigate came up and anchored off Bloomingdale. I now made another attempt upon a new plan—my intention was to have gone under the ship's stern, and screwed on the magazine close to the water's edge, but I was discovered by the Watch and was obliged to abondon this scheme, then shutting my doors, I dove under her, but my cork in the tube, (by which I ascertained my depth) got obstructed, and deceived me, and I descended too deep & did not track the ship, and I then left her—Soon after the Frigate came up the river, drove our *Crane* galley on shore, and sunk our Sloop, from which we escaped to the shore—

I am &c. E. Lee.

For General David Humphreys—

(1) This machine was built of oak, in the strongest manner possible, corked and tarred, and though its sides were at least six inches thick, the writer of the forgoing, told me that the pressure of the water, against it, at the depth of two fathoms was so great, that it oozed quite through, as mercury will by means of the air pump. Mr. Bushnell's machine was no larger than just to admit one person to navigate:—its extreme leangth was not more than 7. feet.—When lying in the water, in its ordinary state without ballasts, its upper works did not rise more than 6 or 7 inches out of water—

(2) This composition head, means of composition of Metals—something like bell metal, and was fixed on the top of the machine, and which afforded the only admission to the inside—

(3) The steering of this machine was done on the same principles, with ordinary vessels, but the rowing her through the water, was on a very different plan—These oars, were fixed on the end of a shaft like windmill arms, projected out, forward, and turned at right angles with the course of the machine, and upon the same principles that windmill arms are turned, by the wind these oars, when put in motion as the writer describes, draws the machine slowly after it—this moving power is small, and every attendant circumstance, must cooperate with it, to answer the purpose, calm waters & no current—

(4) This light wood is what we sometimes call fox fire, and is the dry wood that shines in the dark:—this was necessary as the points of the compass could not readily be seen without—

(5) The glass tube here mentioned, which was a sort of thermometer, to ascertain the depth of water the machine descended, is the only part that is without explanation—the writer of the forgoing, could not reccollect the principles on which such an effect, was produced, nor the mechanical con-

trivance of it—He only knows that it was so contrived that the cork & light wood rose or fell in the tubes, by the ascent or descent of the machine—

(6) The reason why the screw would not enter, was that the ship's bottom being coppered it would have been difficult under any circumstances to have peirced through it—but on attempting to bore with the auger, the force necessary to be used in pressing against the ships bottom, caused the machine to rebound off. this difficulty defeated the whole.—the screw could not enter the bottom, and of course the magazine could not be kept there in the mode desired—

(7) When the explosion took place, General Putnam was vastly pleased, and cried out in his piculiar way—"God's curse 'em, that'll do it for 'em."[2]

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1. YUL. A slightly modified version of the letter was published in *The Magazine of American History,* XXIX, January–June, 1893.
2. These explanatory notes were apparently added by Humphreys.

APPENDIX C

"The War in America 1776 Original Manuscript Journal by Admiral Sir George Collier." [1]

[Extract]

[Rather than a journal, Sir George Collier's experiences in H.M.S. *Rainbow* on the American station seem to be a series of letters, but to whom addressed is not apparent. The opening pages are missing, and then follow three pages describing cod fishing on the Newfoundland Banks.

The missing pages of the Journal may be paraphrased from a volume published in New York in 1835 entitled: *A Detail of Some Particular Services Performed in America During the years 1776, 1777, 1778, and 1779. Compiled from Journals and original Papers, Supposed to be Chiefly taken from the Journal kept on board the Ship* Rainbow, *Commanded by Sir George Collier.* The title page further states: "Printed for Ithiel Town From a manuscript obtained by him, while in London, in the summer of 1830." As Town, in his introduction, or "Advertisement," claims that he was presenting "a true copy," it is evident that he had purchased "at a public sale of autographs and manuscripts," some unknown author's monograph prepared from the original Journal.]

[From the Town volume]

The rebellion in America was come to so alarming a height, as threatened the entire loss of that continent to Great Britain, unless the most vigorous and effectual means were used to suppress it. Government, therefore, determined upon sending out a force so considerable, as should at once put an end to the machinations and evil designs of the king's enemies, and restore peace to that distracted country.

To carry this measure into execution, and to avoid sending away so great a number of the national troops, as would be necessary to effect it, a treaty with the Landgrave of Hesse was entered into, for his supplying Great Britain with a stipulated number of men, at a certain rate, whose deficiency by deaths, desertion, or any other cause, was to be supplied occasionally from Hesse; paying the prince for every soldier who should be killed in battle, or die by sickness, from the time of their leaving Germany till their return to it.

In consequence of this agreement, a number of transports, necessary to receive the first division of the Hessian troops, was sent to Stadt, where they accordingly embarked, and arrived at Spithead the beginning of May, 1776.

This first division consisted of 7,800 Hessians, and were commanded by Lieutenant-General *De Heister,* with some other General officers under him; together with a numerous and well-appointed train of artillery, wagons, field equipage, and every other necessary preparation for taking the field. To these were added 1,000 of the English guards, under Colonel [Edward] Matthews, who, on the arrival of the Hessian troops at Spithead, immediately embarked in transports prepared for them.

Sir George Collier, in the *Rainbow* of 44 guns, Commodore Hotham, in the *Preston* of 50 guns, and four other men-of-war were appointed to escort this formidable force to America. The fleet having completed their water and provisions, and the wind admitting of their sailing, they left Spithead about the 20th of May, amounting in all to ninety-two sail, eighty-six of which were transports, and the rest men-of-war.

It was to be lamented that these troops were not ready to sail for America by the beginning of March, as it was the difference to Great Britain of almost a campaign. The easterly winds which prevail from February to the middle of May, would probably have made the passage out a very short one; and besides arriving in health from that cause, they would have been ready to take the *field almost as soon as they sailed from Spithead.* But by the injudicious protraction of their departure so late, they were subjected to contrary winds and calms, which made the voyage more than double what, in the other case, it would probably have been, and occasioned so powerful a reinforcement to be of very little use *that* year, by their arriving so late in the campaign.

The incidents of the voyage are little worth mentioning, except that some of the transports, by thick weather and other causes, separated from their convoy; the fogs on the banks of Newfoundland making it very difficult for the fleet to keep together. This disagreeable impediment continued till they arrived off the coast of Nova Scotia, and it was then found, upon coming into clear day light, that about seventeen sail of the convoy were missing.

[Collier's Journal begins]

Before the last War the French Newfoundland Fishery was pretty nearly equal to ours, but since we have taken away so much Country, & pent em up in such Narrow bounds, we have encreasd in the same proportion they have lost; at present from the best Informaiton I can get I apprehend our Fishery is double to that of the French, & that when this unhappy War with America broke out we catchd about 650,000 Quintals, three fourths of which we exported to Spain, Italy, & other Catholic Countries, the produce of which was not less than 300,000 Pounds, clear Profit every Year to England —how it may stand at present I know not but I think, the War must have advantagd rather than have hurt the Fishery of G.B. as the Americans are utterly excluded for the present, from participating in the Advantages arising from it.

We have again struck Soundings, & from the depth of Water & the Nature of the Ground, must have been within 5 or 6 Miles of that very dangerous Island, Sable whereon so many Mercht Ships are lost—the fogs have been for some Days so extremely thick, that it has made a continual Night, & what is more extraordinary have deadend Sounds So much, that the Sound of a Cannon cou'd not be heard 2 Miles off—it is not only unpleasant & uncomfortable but really unsafe to grope out the Road in the Dark in the manner we are forcd to do, especially as we are drawing near Dangers, & a Coast I am totally unacquainted with

Tho' I have taken every Precaut[ion] to preserve the Health of my People, I am concernd to find many Cases have answerd so indifferently—I have now Threescore on the Sick List occasiond by these penetrating Fogs, & there are some of em in great Danger, I hope a few Days more will bring us to Halifax that we may once more see Day light & clear Weather—

I have been seizd with the Fever that has prevaild & was confind a fortnight with a most severe illness; this is the first Time I have venturd out of my Cabin, & am reducd very low; we are at this Moment off the Harbour of Halifax, but from the Intelligence I reced from a Schooner an Hour ago, & wh[ich] I have sent to the Commodore, I imagine He will not go into Port, but proceed in Search of Lord Howe & the General who are gone with the Troops to New York. This will be a grievous Disappt to Many, but I am most sorry on Account of the Sick, who will suffer greatly by being forcd to continue at Sea perhaps a Month longer; but there is no repining when the Kings Service makes the Measure necessary; here it is apparently so, as the going into the Harbor woud occasion a Delay of a Week or 10 Days at least.

The Commodore (as I supposd) has sent me word He means immediately to proceed for New York, & He has made the Signal for the Masters of Merchantmen, to give em directions acc[ordingl]y—We are just joind by the [*Carcass*] Bomb & 15 Sail of Transports who parted Company at difft Times, [dur]ing the Fog—the Hospital Ship is still missing, & we are apprehensive She is lost upon the Isle of Sable, as she was last seen very near it, & the wind blowing fresh—She will be a considerable Loss to the Fleet, & Governmt perhaps will wish they had not orderd a considerable Sum of Money on board Her, which to the universal Surprize of every body was sent down at Portsmouth, as she has not Men sufficient to work her, & must be ill navigated, & if attckd by a couple of Privateers not calculated to make any Defence—

It is now 5 Weeks since we saild from Halifax, for New York, & have not yet atchievd our Passage nor know I when we shall; Storms Calms & Currents have been our Foes, & drove us I know not where for by the Reckonings we ought to have gained our Port a Fortnight ago—The Troops begin to be Sickly, & the Hessian General peevish & Discontented, yet how vain is Mans Anger against the Elements, & how little will it avail; for my Part without pretending to more Philosophy than my Neighbours, I am certainly tranquil at the unexpected length of the Passage, & my Impatience I feel to get into Port arises from my Concern for the Sick People, & for the Wellfare of my Country who must suffer extremely from this unfortunate Delay.

Indeed I have another very material Reason for wishing to get into some Harbor, & that is to recruit our Water of which we have but a very small Quantity remaining, tho every body has been at a Quart a Man, from the Day we left Halifax

You will wonder to hear that all the Water I have usd at my Table since leaving England has been as limpid & as pure as what Moses procurd the Child[re]n of Israel from the Rock; we have without a Miracle as excellent a Rill of Water every Day, as the Earth can furnish; not to keep You longer in suspense I have a Still on board by which I procure a certain Quantity of Fresh Water from Salt Water, every Day, from 10 Galls to 30 it is considerable lighter than any other Water in the World & consequently more wholesome, it washes, & Shaves, & has every superior Property to other Water, & I absolutely esteem it the greatest Discovery of the present Age

We are at length arrivd at our Place of Destination & have joind our Friends; a bad Pilot run my Ship aground at the entrance of the River leading to New York, but fortunately the Water was smooth & little Wind, so that we got off without any Damage—I had soon afterwards a Message from Lord Howe to take the Charge of the Men of War & Transports that were left below the Narrows, as Commodore Hotham was gone up to join the Vice Admiral off Staten Island Every Thing breathes the Appearance of War the Number of Transports are incredible I believe there are more than 500 of different kinds, besides the Kings Ships—a Force so formidable woud make the first Power in Europe tremble; Genl Howes army with the Reinforcement we have brot Him, consists of 23 Thousand effective Men, —besides an Artillery more considerable than were ever brought before into the Field—We have various Accounts of the Force of the Rebels, some make em 60 Thousand others not more than half that Number; but let their Force be what it will, it never can stand against veteran Troops commanded by the best Officers in Europe & supported by a respectable Fleet of Thirty Men of War of different Sizes.

I have just been viewing some of the Batterys of the Enemy erected towards the Sea, & which tis imagind the Men of War are to attack; We are too far off to form much Judgmt. about 'em, they are said to be no less than 13 with [sentence unfinished]

Poor old Genl (de Heister) the Com[mande]r of the Hessian Troops is quite Tird & dispirited with the length of his Voyage; He has wrote a letter to the Commodore in wh He says ["]I have been deceivd by false Representations, for I was assurd that the Voyage woud not be longer than 5 or perhaps 6 Weeks; I have been embarkd already no less than 13 Weeks, & yet See no end to it, or a Probability of our landing—I am a poor old Man covered with Wounds & Infirmities, & shall die if I remain out much longer &c &c["] the Commodore begd of me to visit the old Veteran to comfort Him, which I did, having orderd a side of Mutton & some poultry to be put in the Boat, as I understood his fresh Provisions were exhausted—the old General receivd me in the Civilest manner He was capable of & obligd me to swallow repeated Potations of very good Hock to the Healths of our Sovereigns our Friends in Europe &c &c, this joind to the Musick of his Band which He called for exhilerated the old Gentlemans Spirits so much that He entirely forgot his Distresses, & Inconveniences & seemd perfectly Happy; I concluded my Visit rather sooner than I perhaps might have done fearing the Strength of his Hock which He pushed about without intermission.

New York 12 Augt [1776]

We are at length arrivd at this Place with most of the Convoy, but in coming in an unskilful Pilot run my Ship aground upon one of the Sands; there was luckily a very light Breeze of Wind & no Swell so we got off without Damage, & anchord with all the Convoy below the narrows & about 15 or 16 Miles from New York; we are in Sight of Lord Howes Flag, & Admiral Shuldhams, but the Numbers of Transports, Victuallers, &c are not to be counted appearing as thick as Trees in a Forest—the *Hyde* Packet Boat is just getting under Sail for England, so that I shall close this Letter to forward by Her; the incidents of a Sea Voyage are seldom replete with amusing Matter, & I fear that mine will afford no great Entertainment to You; it will however be a proof of my Remembrance, as I woud also have it of the warm Friendship & Respect with which I shall ever remain &c &c

Letter 7th

By the *Hyde* Packet I gave You an Acct of my arrival at New York which I hope will reach you I now go on with the narrative of our Proceedings.

Lord Howe having sent me Orders to join Him with the Convoy, I made the Signal for weighing, & in a short Time anchd off Staten Island near the *Eagle,* on which Ship his Lordships Flag is Flying. Every Thing breathes the Appearance of War, the Transports & Victuallers &c are extremely numerous I suppose (exclusive of the Kings Ships) there are 400 Sail, wh are protected by 33 Sail of Men of War. Genl Howes Army with the Reinforcements He has just receivd are not less than 24,000 Men besides an Artillery more considerable than was ever brought before into the Field. The Force of the Rebels is variously reported some making them 35 Thousand, & others averring they dont exceed 16 Thousand; I presume we shall know more exactly eer long, as the Genl will doubtless immediately, attack Washington, & as our Troops are veterans, & the finest in the World, Victory must declare for us, & if proper measures are pursued the Rebellion will very soon terminate.

The Troops I escorted here remaind the whole Voyage surprisingly Healthy; this was the more extraordinary considering we were 14 Weeks on our Passage—that few of em had ever seen the Sea before, & being Foreigners were naturally dirty, & unusd to the ways of a Ship; the Guards also arrivd with scarce a Man sick.

The Hessians were immediately landed, & formed a small separate Camp upon Staten Island; their Sick at that Time were not more than Thirty but wh was very extraor[dinar]y they had not been a Week on Shore before there was between 7 & 800 Men very ill, with Fevers, Diarrhea, & Scurvy, wh latter did not shew itself during our long Voyage tho' it did immediately on coming ashore.

I see with Indignation & Concern, the Rebel Colors insolently waving on the Batterys of New York, (which is about 6 Miles distant) they seem to have been attentive to their Security from the Number of Works they have constructed; I have just been up the River to reconnoitre them, & I reckon 13 Batterys & redoubts to obstruct our Approach; our People however are in high Spirits, the Ships are entirely cleard for Action, & we wait with Impatience for the Admirals Orders to proceed on the Attack.

I must own that the present Situation of this numerous Fleet is extremely critical as the Rebels have Six Fire Ships now in Sight lying close under the Cannon of the Town; the first dark night when the Wind blows strong down the River, they probably will send them in Flames to burn us, & I forsee if they attempt it the loss of half our Transports & Mercht Ships —who from Terror will cut their Cables, fall aboard of one another, & if not burnt will be wreckd on the Shore.

The Admiral has favord me with the Post of Honor, of lying advancd above all the Shipping & nearest to the Enemy; I therefore never go to Bed during the Night, nor do my Officers or Men; as our Safety (as well as the Fleets) depends on our Vigilance—Lord Howe has also taken the precaution to direct Ten armd Boats belonging to the Men of War to row guard about a Mile above us; this is certainly all that can be done, but it will prove very ineffectual (I am convincd) shoud the Rebels send down their Fire Ships favord by a strong Wind & Tide.

19th

The *Bristol* of 50 Guns is arrivd this Morning with Sir P. Parker who has his broad Pendant hoisted on board Her; She is returnd from South Carolina where She & some Frigates engagd a Battery belonging to the Rebels, which in my Opinion they had better have let alone—having been very roughly handld, & reced something as like a Defeat as possible—the Main Mast of the *Bristol* was so much wounded they were obligd to take it out, & she arrivd here, with Jury Main Mast.— a Rebuff at this Time is unlucky, as it raises the Spirits of the Rebels, renders them more insolent, recruits their Forces, & will cause em [to] defend their Batteries with greater obstinancy from finding Ships are not allways victorious agt them.

21st

I have this Morning rejoind the Comr in Chief, & the *Phoenix* of 44 Guns has taken my advancd Post; his L[ordshi]p communicated to me the intention of embarking the Army to morrow in Flat Boats & landing them in Gravesend Bay on Long Isld.—abreast of the Narrows, (which they are to pass,) there is a Stone House, which the Adml believes the Rebels [have] taken Post in & that they have Cannon mounted there, his Lp therefore has orderd the *Rainbow* to place herself before it at dawn of Day, in order to silence those Guns before the Army lands; & the same Position will also enfilade the Road allong which the Rebel Troops must march if they mean to oppose the landing.

23d Augt

The Granicus is passd,[2] & 15000 Men are landed on Long Island without a Drop of Blood spilt in opposition; I placd the *Rainbow* where Lord Howe directed, & the principal Engineer came on board to assist in directing our Fire, & to shew us such Americans as were Friends of Governmt whom we might otherwise possibly mistake for Rebels, & fire upon—

At Ten yesterday Morning the Grenadiers & light Infantry consisting of 4000 Men led by Genl Clinton landed, without a Shot being fird at them;

the Rebels drew in their out posts, & went off, setting Fire to every Stack of Hay & Corn they coud meet with in their retreat; Genl Howe embarked with the second Division marchd to Utrecht a small Village near the place of Landing & establishd his Head Quarters there; Genl Lord Cornwallis commanded an advanced Post about 3 Miles further on.

The Detail of what passes on Shore is out of my Line, & I must refer You to the *Gazette* for the Movements of the Royal Army, except in those places where the *Rainbow* acted with them—Six Regimts of Hessians were embarkd at Staten Island, & joind Genl Howe—Skirmishes happend as the Troops advancd, who proceeded in 3 Columns allong different Roads led by Genls Clinton Lord Cornwallis & Grant—the latter surprizd a Rebel advancd Post in the Night, by having learnd their Parole & Counter sign; they were all put to Death by the Bayonet, as I observd the next Morning when I went to view the Place.

I must mention a very narrow Escape I had of being taken Prisoner by the Enemy, that very Evening, which being extremely pleasant, tempted me to walk in a pleasant Road which lay by the River side, imagining that Genl Grants Division had gone before; I had only one of my Lieutenants with me, & we saunterd on insensibly a considerable way in Conversation till we came to a large Sloop which being close to the Shore we luckily stoppd to look at; I suppose this might detain us a quarter of an Hour; when looking towards the Sun I observd that it was near setting & Time for us to return, which we did in safety; I learned our Danger afterwards for the Sloop we were looking at was within 50 Yards of an advanced Rebel Post, that was hid from us by a turn of the Road; this escape was not unuseful for I was afterwards more on my Guard, when I went on Shore.

The *Rainbow* moved upwards towards the Town as the Army advanced.

The Rebels constantly retreat before the Kings Troops, their Numbers upon Long Island are from 8000 to 10000 Men, all which from our great Superiority must be killd or taken Prisoners—many Skirmishes have happend, & the Enemy appear much frightend & disheartend; they abandon all their works as the Royal army advances—if we become Masters of this Body of Rebels (which I think is inevitable) the War is at an End; we have made Prisoners 2 of their Genls one calling himself Ld Stirling & the other Sullivan, besides many inferior Officers & about 1800 privates.

To my inexpressible astonishment & Concern the Rebel army have all escapd across the River to New York! how this has happend is surprizing, for had our Troops followd them close up, they must have thrown down their arms & surrenderd; or had our Ships attackd the Batteries, which we have been in constant Expectation of being orderd to do, not a Man coud have escapd from Long Island,—now, I foresee they will give us Trouble enough, & protract the War, Heaven knows how long—

A perfect Panick seizd them from our Landing & they never dared make a stand any where to look our Troops in the Face, even their Batteries & different works on Long Island were all abandond with the least Defence—we, & some other of the Men of War are now lying just within Random Shot of the Guns of New York—the Army are preparing to cross the East River & when they do so, I suppose we shall make an Attack with the Ships upon the Town—

I know not what Mr Washington & his army are doing, but ours have been totally inactive Since the retreat of the Rebels, which has occasioned universal Dissatisfaction in the Fleet & army—The Enemy have now Time to breathe & to throw up fresh Works to make our approach to the City more difficult—I understand the Ships will not be able to go close to their Batteries from their having placd sharp Stakes pointed with Iron (calld Chevaux de frise) by way of sinking our Ships if they shoud strike against them

6th Sept 1776

Lord Howe having receivd some Accounts that the Rebels meditate an Attack upon our very important Settlement of Halifax, has orderd me to Sail for that place directly, & given me the Command of the Squadron now there; I am therefore preparing to go the first Moment the Winds will permit, for tho we are Lords of the Ocean, we are not so of the Air, & we must patiently wait till Mr Boreas gives us a Passport to proceed.

adieu

Halifax Sept 1776

I found Halifax in perfect Quietness at my Arrival, & nothing worth mentioning occurd in the Passage, except our being very near wreckd on some sunken Rocks called Breakers in a Thick Fog which prevails constantly, in these Seas between April & November.

Mr Arbuthnot who [is] Lieut Govr here, is also Commissioner of the Navy, besides wh' He has a Commission from the Admiralty as Commodore to command the Kings Ships who might arrive in this Harbor—my arrival was therefore disagreeable both to Him & myself as I (tho a junior Officer) came to disposses Him of the Command of the Ships which of all His three Employments he was best pleasd with—Lord Howe had undoubtedly strong Reasons for superceding Mr Arbuthnot, but it was no very agreeable Service for me to execute, & the more as it seemd rather doubtful whether the Commodore woud resign his Command, as I had no particular Commission from his Lordship my Powers being only expressd in my general Orders.

I arrivd before the Town during the Night, & next Morning sent one of my Officers to the Lt Govr & to the Genl with their publick Dispatches I added a private Letter to Mr Arbuthnot letting Him know the disagreeable errand I was come upon of superceding Him—that it was neither sought for, nor desird by me; that as matters then stood, I coud only consider Him as a Captain in the Navy on half pay & as such not eligible to give Orders to those in Commiss[io]n—& as Commissr of the Navy, He coud have no pretensions to it—I added that on future occasions I shoud rejoice to serve under so old & good an Officer as Himself, but to do so in this Case, was impracticable.

I visited the old Gentn soon after who receivd me with Civility but wth apparent Concern; I repeated to Him the purport of my Letter, & added that all the difference He shoud find was having the troublesome part of the Duty taken off his Hands, for that his Wishes woud ever be executed by me if I knew them whilst I had the Honor of commanding at this port. after appearing a short Time like a sulky froward Child, He laid down the Truncheon with as good a Grace as He coud, but seemed much exasperated agt Lord Howe, paying me at the same Time the Comp[limen]t of saying as his Lordship had thot proper to supercede Him no one was more agreeable to Him to commd here than myself.*

Tho' Ld H. did not assign publickly his Reasons for displacing Commodore A. tho they may be guessd at from his not declaring them It was not difficult to judge of—when the Army evacuated Boston, they proceeded under the protection of Vice Adml Shuldham & the Men of War to Halifax where they remaind from March till June & then saild to the Southward—Lord Howe arrivd there the latter end of July, & finding the Fleet & Army gone from thence did not enter the Harbor; Comr Arbuthnot went down to wait on the Admiral, & upon his being askd where the Ships & Troops were gone to, averrd He was ignorant of their destination, neither coud He guess which amazd Ld Howe inconceivably, as no doubt it ought—He askd if Adml S. had left no Orders where the Ships were to join Him, which Mr A. assurd his Lordship He did not—Ld Howe lifted up his Hands & Eyes at this Account.

Some Time afterwards I arrivd there with Com Hotham, & 90 Sail of Transports & Men of War; we forbore to enter the Harbor for the same Reason Ld H did not, but sending up to Com. A for the Place of Rendezvous, He wrote us word He coud neither tell or even form a judg[men]t where they were—Mr H[otham] as well as my self were astonishd at such uncommon proceedings of Adml Shuldham, & upon Consultation judgd it most eligible to proceed with the Fleet to New York, wh[ich] we did, tho still in the Dark whether we shoud meet Friends, or Enemies there

The unriddling this mystery is, that on Ld Howes joining Adml S. at N.Y. He reproachd Him with the very unofficer like Conduct of leaving no place of Rendezvous when He came away from Halifax; Mr Shuldham expressd amazement at the charge, telling his L[ordshi]p, He had left a large Sheet of Paper close written, with Directions to Mr A[rbuthnot] for such Ships of War as might arrive & particularly ordering they shd follow the Fleet to N.Y. that the Words N.Y. & Sandy Hook were expressd in 5 or 6 difft places in that Paper, which He sent to Com. A. by his Secretary the Day before he saild from H[alifax] & that at Breakfast He askd Him if He had receivd them, which the other acknowledgd—it came out in the End that Mr A[rbuthnot] had put this Letter unopend into his Pocket, & never rememberd it, till a considerable Time afterwards that He accidentally pulled it out, & for the first Time read those Orders the ignorance of which might have producd the most pernicious Consequences to the Kings Service

As it will probably be my Destination to remain a considerable Time on this Station, I will give you a slight Description of Halifax, & its Environs—

This place is to the Southward of England being situated in the Latd [blank] Longd [blank] W, & about 2500 Miles from London;—at the entrance of the Harbor is a Light House to warn the approaching Marriner of the Rocks & Dangers which are near it; in proceeding up towards the Town the Harbor narrows to a kind of a River about the breadth of the Thames at Wes[illegible] which terminates about 12 Leags up in a round Bason remarkable for its amazing depth of Water having 80 or 90 F[atho]m in many parts of it, tho that of the Harbor is in general between 6 & 13. about 7 Leags from the Light House stands the Town of Halifax laid out in streight Streets which are intersected by others; the Ground is very irregular, & rises gradually to a ridge of high Hills, on the Summit of wh. is a Wooden block House surrounded by a Battery of 8 Cannon—this Place is calld the Citadel.

The Houses are all built of Wood except one, belonging to the Secretary of the Province, & tho they cut a very indifft appearance from without, there are few of them but have at least one good Room to entertain their Company in the Inhabitants are chiefly composd of People who hold Offices under the Crown; The Officers of the Army composing the Garrison, some of desperate Fortunes who call themselves Merchts (sevl of whom by buying & selling Prize Goods have amassd handsome Sums) & Shopkeepers who likewise assume the Name of Merchts—& Fleece those who deal with them pretty handsomely, to their great Emolument—

The Governors House tho built likewise of Wood is a handsome & very convenient Structure tis in the Centre of the Town, & has a pleasant view of the Harbor, Shipping, & opposite Shores—the lower kind of People were chiefly born in America, & from their Connexions with New England are not very well inclind to his Majs Govt however the number of Troops stationd here keep them in awe & they dare not publickly declare their rebellious Sentiments—many of em carry on a private Correspondence with Boston, & by that means supply the Rebels with Things they most stand in need of: I cant say that I took any great Pains to obstruct their Exportation of Goods from the Opinion that tho they were sent to the Rebels, it was ultimately an Advantage to G. Britain; because if they were not supplyd by us, the Americans woud get the Commoditys they wanted from the French, in any Quantitys, & when a Channel of Trade is once regularly establishd it is not very easily turnd into another Course; this consideration joind to knowing the return for those goods must be in Specie, made me as I observd before take no precaution to prevent their Exporting what they pleasd—

The Kings careening Yard is placd about half a Mile above the Town; there are large convenient arsenals & Store houses built of Stone, which contain the various Articles wanted for the Navy; a good House for the Commis[sione]r Stands in the Center of it.

Provisions are dear tho they are not scarce, meat in the Spring is from a Shillg to 10 Pence a Pound, at the cheapest Time it is Sixpence; Fish is very plentiful from May till October, but after that month they retire into deeper Water. The price of Labor is incredible; Six Shills a Day I have known frequently given for Laborers & for Artificers such as Carpenters or

Bricklayers &c they may make what Demand they please & look upon their Employer besides under an obligation to them for working for Him—

Fuel is another Article extremely dear, which considering the uncleard State of the Country seems at first, surprizing; but the Price of Labor to cut the Trees down & afterwards reduce em to proper sizes for burning, tog[ethe]r with the expence of Carriage makes it come to a great deal of Money especially when the length of the Winters is considerd for the cold Weather begins in October & lasts till the end of May; I have myself seen in that Month a heavy & very severe snow Storm attended with piercing cold—

There is only one Road out of Town which leads to the interior Parts of the Province it is fit for a Carriage as far as the head of the Lake (or Bason before mentiond) which is about 12 Miles the rest of the Way is almost in its rude State & fit only to Travel on Horseback

They have cut down the Wood for 2 or 3 Miles round the Town, but all the rest of the Country is one rude Desart thick crowded as possible with Trees which principally consist of what they call Hemlock, good for few uses & not fit to burn

The Winters are dreary, long, & severely cold but it is not the settld wholesome Cold of Canada & Russia, where when the Frost once sets in the Weather remains settld & clear, & the Sun shines chearfully; on the contrary, at Halifax you seldom have the same Weather for 3 Days together but deep Snows are succeeded by Rains, & those by Frosts so that those who walk out both Men & Women are obligd to have Galoshes over their Shoes, & at the bottom Spikes fix'd on (which they call Creepers) to prevent them from falling on the slippery Ground—

The Quantity of wild Strawberrys Rasberries & Gooseberrys in those Spaces in the woods where there are no Trees is astonishing You cant walk without treading upon the Strawberrys; the Gooseberries are thin rind like our Grapes, & like em in Size; they are better than the Garden ones for Tarts, & for preserving.

There is no venomous Creatures nor Beasts of Prey in the Province but of wild ones there are the Moose, besides the Martin & many sorts of Squirrels & Beaver; Epicures praise highly the Moose's Nose, & the Tail of the Beaver, I have eaten of both, but admire neither—the Moose is a very large Creature of the Ox kind; but infinitely bigger.—

You will conclude me now as settled in the command & that I gave such Orders to the Men of War as appeard necessary; I will therefore spare You the Trouble of reading dull particulars of Ships sailing & Prizes bringing in, wh happend continually tho I reapd no Benefit from it.

But I must relate in as few Words as I can a disagreeable Difference wh happend between Major Genl [Eyre] Massey who commanded the Kings Troops in the Province, & myself, as it made a good deal of Noise, & ended at last in his Recal to England—

This Man was violent in his Temper brutal in his Manners, ignorant, & consequently overbearing, & insolent; He was generally dislikd by the

Army, & when Genl Howe went away from hence He was glad to find a pretence to leave Massey behind at Halifax.

For about 2 Months after my Arrival He behaved with that fawning Civility which the low Irish frequently practice & wh is so fulsome & disagreeable, but it was not the Nature of the Animal to be upon good Terms with any body long, & He did not seem inclind to except me out of his general Rule.

To relate every particular of the rise, continuance & termination of our Dispute woud take up more of yr Time to read than I woud employ on so disagreeable a Subject; I will touch upon the Heads, & if hereafter you shd be inclinable to know more I shall present the Sheets to You which contain the full account of that Business—

The outposts of this Garrison are some of them more than 200 Miles distant, & not possible in the Winter to Supply them wth Provisions by Land, it was therefore allways usual to compleat them in July or at latest in August; Genl Masseys Neglect & forgetfulness had made Him omit this most necessary Supply & the Posts found themselves almost without Provisions in the beginning of Novr; Massey alarmed at the Consequences made Application to me for a Man of War to go up the Bay of Fundy upon this occasion—it was a bad & dangerous Service at that advanced Time of Year from the intense Cold Weather, continual Storms, & Tides so rapid that they rose & fell upwards of 70 Feet—I mentiond these difficultys to the Genl but I notwithstanding sent the Man of War—She was blown back & Massey was raving at the distress his Neglect had reducd the out posts to He swore, He cursd & behavd like a frantick Mad Man, blaming the Capt of the Man of War for not arriving at the Port He was bound to, tho Massey knew no more of Sea Matters than a Savage of the Woods—He behavd too with personal rudeness to the Capt When He went to wait upon Him, which the other came to complain of to me, & I mentiond it afterwards in a gentle manner to Massey reminding Him that Sea Officers were only accountable to me for their Conduct—

I took care however his neglect shoud be remedied & his Garrisons supplyd, & we rubbd on a little longer with the appearance of being upon tolerable Terms, however He took occasion to be offended at something or other (I really have forgot what it was) but He sent his Aid de Camp Capt Wade to desire me to meet Him the next Morning with Pistols behind the Citadel Hill—I must with Shame acknowledge his Folly made me so angry that I consented to meet Him, & went at the app[ointe]d Time accompanyd by Capt [Andrew] Barkley—the Genl & Capt Wade joind us as we were going to the Ground the 2 Seconds lamented that so slight a misunderstanding shoud have brot us into the Field, & wishd Matters might proceed no further—I own I saw the Impropriety of it, & the fatal Consequences which must follow from the 2 chief Officers of Navy & Army going out to fight at a Time, when we were surrounded by the Enemies of our Country—I made this Observation to Genl Massey & told Him I flatterd myself from wh[at] He saw That He woud not ascribe the Motive of what I was going to say since I was still ready to give him Satisfaction if He desird it, but that I thought certain Ruin must attend whoever survivd, as his Majy woud certainly never pass over so great an Injury offerd to his Service & must naturally conclude both Parties undeserving to command who coud behave so very improperly I added that I was not in the least Conscious of having given Him Offence, or at least not intended it, & advisd Him to reflect for a few Minutes before He took his Resolution—in saying which I left Him by himself & walkd 20 Yards backward & forward with the 2 Seconds. When I rejoind Him he appeard irresolute & undetermind; I repeated what I had said, & He replyd that He woud not make any Ansr till the Lt Governor had given his Opinion upon it—

We all four accordingly walkd to the Lt Govrs & I let Massey tell [th]e Story his own way, the Govr blamd Him & was rejoicd to have the Termination left to his decision, He instantly obligd us to shake Hands, & promise to remain Friends for the future; this Reconciliation on my part was truly sincere, on Masseys I fear it never was, as the sequel shewd—

It was in about 2 Months after that He took the strange Resolution of turning all the sick Seamen from off Georges Island (abreast of the Town) where the Naval Hospital was under Pretence of fortifying it; had I been as mad as himself I coud by Force have prevented this inhuman Measure from being executed, but a Civil War of this kind woud have been as blameable as new; the poor sick Seamen were accordingly turnd off the Island & carried ashore below the Town in a heavy Rain—some of these unhappy Men were at the point of Death, others with Fevers & various other Disorders; there were amongst them Some whose Wounds were still open & dangerous; Wounds they had receivd in the Service of their Country, fighting like brave Men; their Treatment however from this frantic Madman was the same with the rest, all were indiscriminately forcd into the Boats, & landed in heavy Rain in wh they remaind 24 Hours before any Shelter coud be found by the Surgeons for them.

I was not the only Person who was filld with Indignation upon this occasion the Pity of the whole Town was calld up for the unhappy sufferers, & had I blowd the Coals or seemd to encourage it, I am persuaded Massey woud have been torn Limb from Limb—whatever I felt on this Account I kept it to myself, & endeavord to assuage the Storm that was on the point of bursting from the People. I was not however so tranquil as to take no Steps to prevent a Repetition of these Outrages; I orderd a Man of War to get ready to Sail for New York, in order to lay the Affair before Lord Howe & the General, & request that either this absurd Bedlamite or myself might be recalld—Whilst this Ship was getting ready, an armed Sloop belonging to Massey anchd near the *Rainbow,* & hoisted a large Pendant, which as She had no right to wear a Mark of Distinction designd only for Men of War, She was sent to, by the Officer who commanded on bd the *Rainbow* for I was on Shore, to have it down, wh was peremptorily refusd by the Sloop, who pleaded Masseys Orders for not striking it—

Upon my return on bd & being made acquainted with this Insult, I sent one of the Lieuts with Orders positively to strike it, & directed Him also to take with Him the King's Orders in Council to shew the Officer who commanded in the Sloop that what I did was by His Majs Authority; & that He had not the smallest right to wear a Pendant.

The Land Officer who was in the Sloop was of the Race of Wrongheads also, He refusd to read the Kings Order, & declard He woud put to Death any who should attempt to strike the Sloops Pendant—My Orders were peremptory, & they were executed without this Mans Threats being carried into Execution the Pendant was struck, & brot on Bd the *Rainbow*.

*I must at the Distance of 3 Years add a Note to mention, that notwithstanding these Civil professions, my superceding Him ever rankld in this Mans Heart, & He never forgave me for it; I was long a stranger to this, but Experience at length convinced me of it I must add that the substantial part He has still retained, tho I commanded I mean the Salary of 500 a Year for being Commodore; the labor ostensibleness & expence of that Office was sustained by me, without being allowd a Shilling from Government for it, tho it insuitably cost me treble Appointmts from the *Rainbow*

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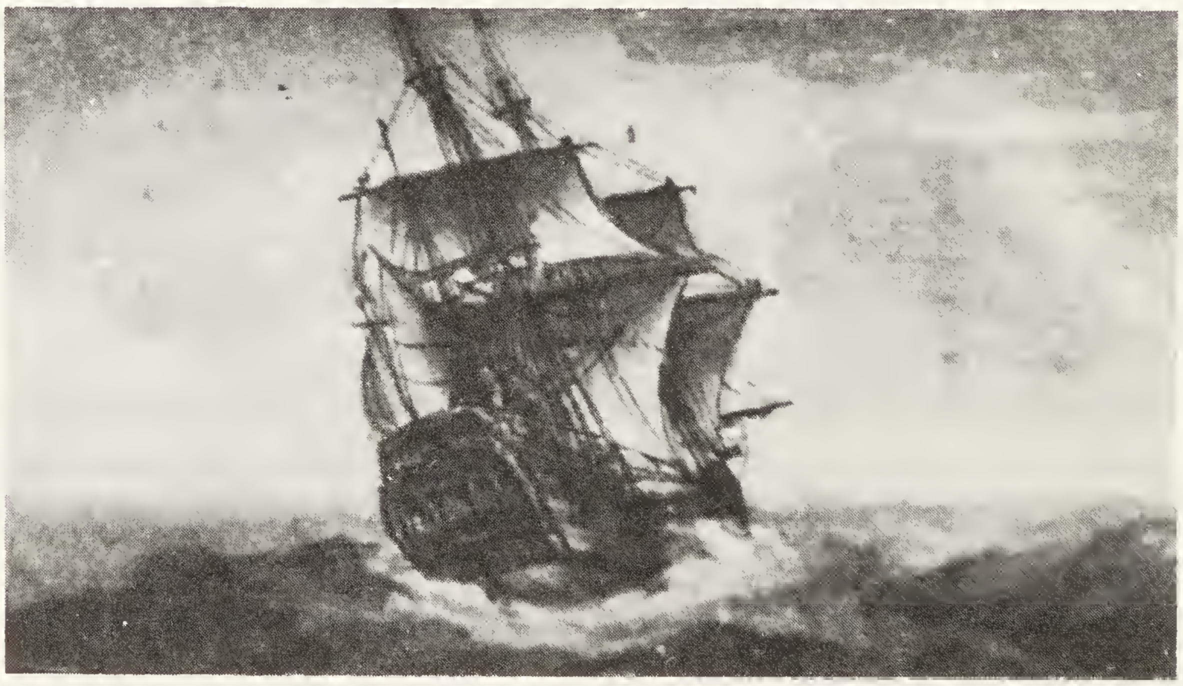
1. NMM.

2. Referring to the battle at the river Granicus (334 B. C.).



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London Morning Post and Daily Advertiser
Maryland Gazette (Annapolis)
Maryland Journal (Baltimore)
Massachusetts Gazette and Boston Weekly News-Letter
Massachusetts Spy (Boston)
Morning Chronicle and London Advertiser
Morning Post and Daily Advertiser (London)
New England Chronicle (Cambridge)
New-Hampshire Gazette (Portsmouth)
The New-Hampshire State Gazette, or, Exeter Circulating Morning Chronicle
Newport Mercury (Newport, R.I.)
New-York Gazette
New-York Journal
New-York Packet
North Carolina Gazette (New Bern)
Nova-Scotia Gazette: and the Weekly Chronicle (Halifax)
Pennsylvania Evening Post (Philadelphia)
Pennsylvania Gazette (Philadelphia)

Pennsylvania Journal (Philadelphia)
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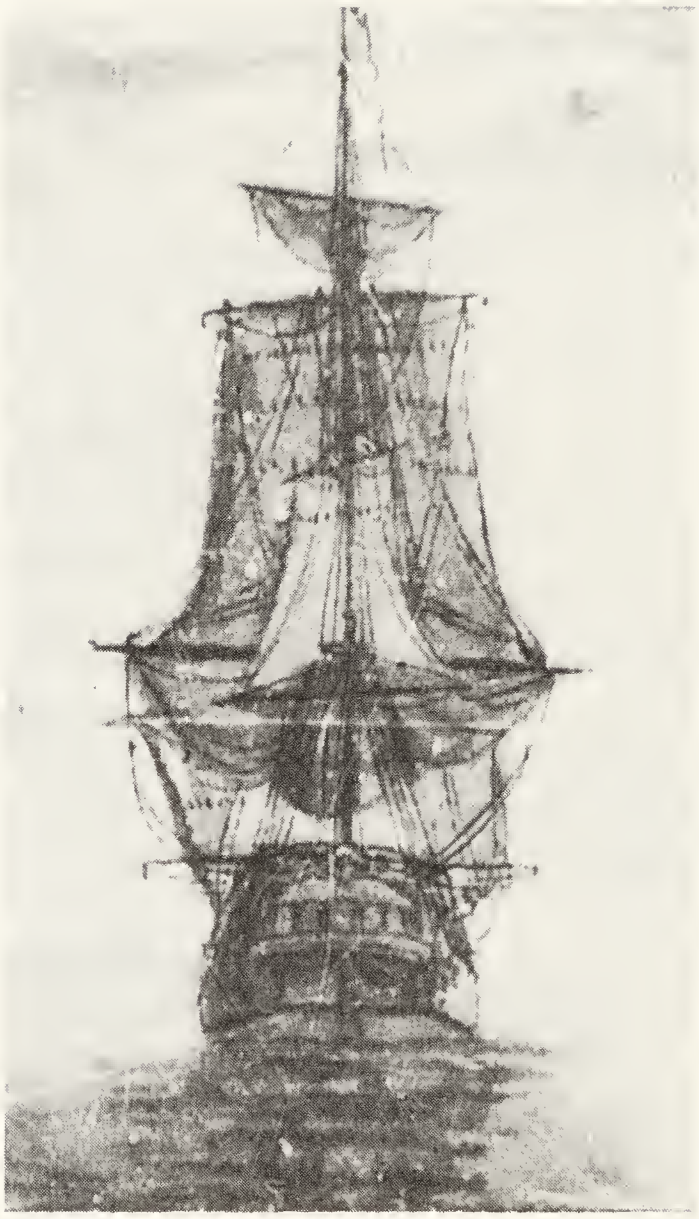
Purdie's *Virginia Gazette* (Williamsburg)
The Westminster Journal and London Political Miscellany



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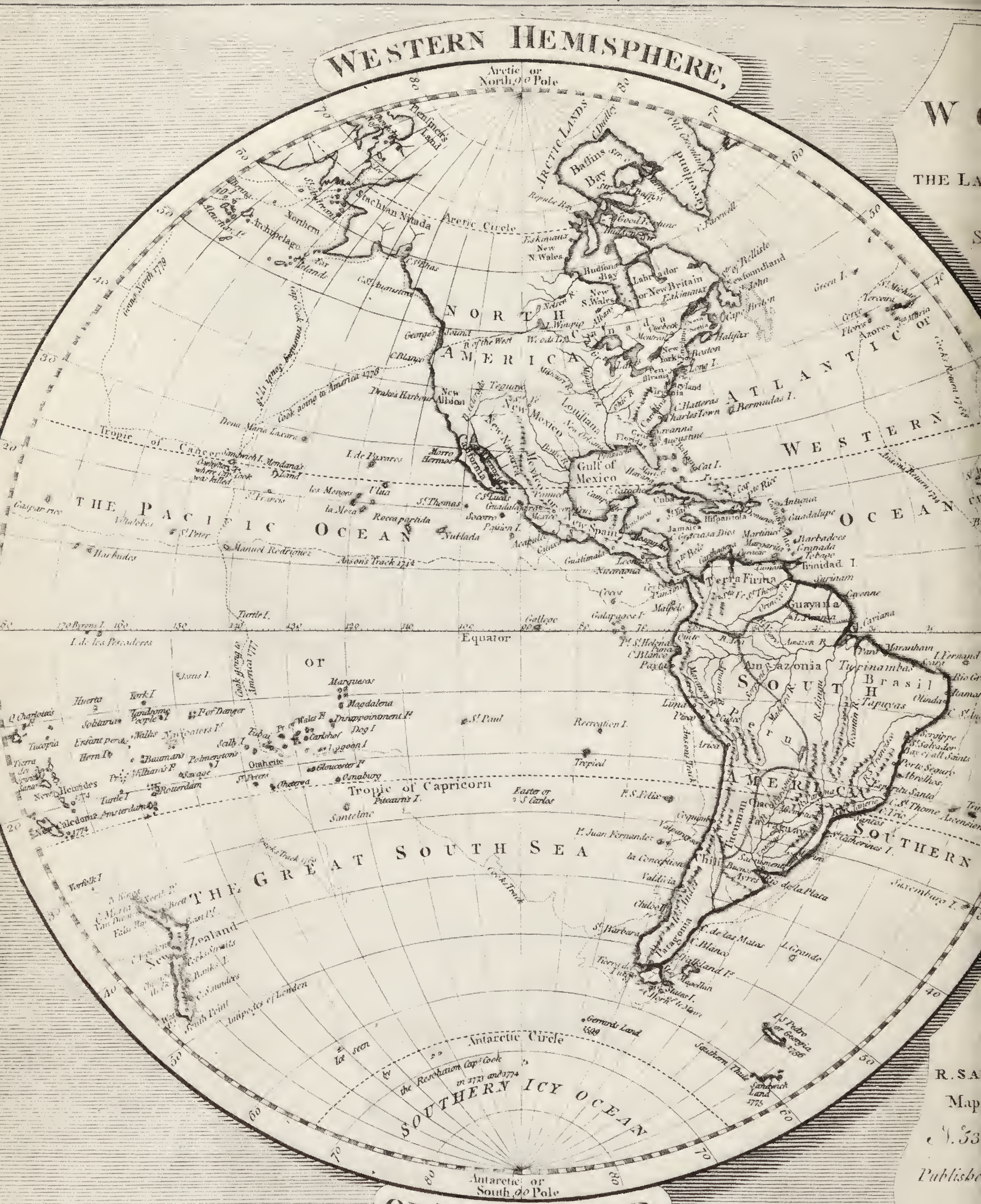

WESTERN HEMISPHERE, OR NEW WORLD.

Arctic or North 90 Pole
Antarctic or South 90 Pole
ARCTIC LANDS
Arctic Circle
Antarctic Circle
Tropic of Cancer
Tropic of Capricorn
Equator
NORTH AMERICA
SOUTH AMERICA
THE PACIFIC OCEAN or THE GREAT SOUTH SEA
WESTERN ATLANTIC OCEAN
SOUTHERN
SOUTHERN ICY OCEAN
Baffins Bay
Hudsons Bay
Labrador or New Britain
Newfoundland
Canada
New Wales
Eskimaux
Stachian Nitada
Northern Archipelago
Fox Islands
Cook going North 1779
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Drakes Harbour
New Albion
New Mexico
Louisiana
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Cuba
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Jamaica
New Spain
Mexico
Acapulco
Guatimala
Nicaragua
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Halifax
Quebeck
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Trinidad I.
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Guayana
Surinam
Cayenne
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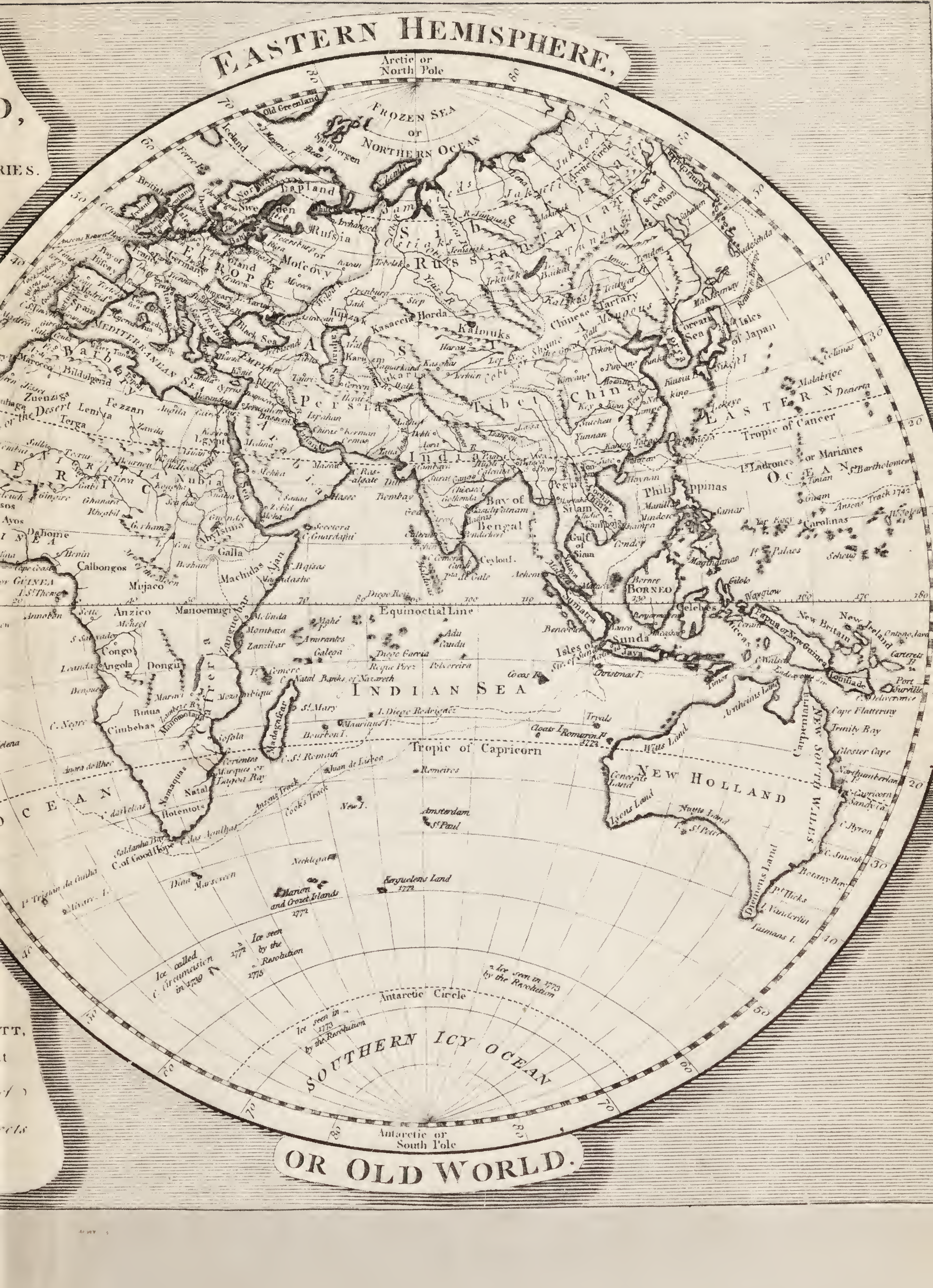
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Borneo
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Celebes
Isles of Sunda
Papua or New Guinea
New Britain
New Ireland
New Holland
New South Wales
Botany Bay
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Caffreria
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